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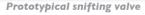
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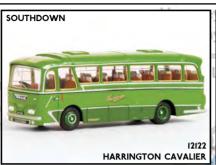
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BRM CONTENTS



Built to showcase a collection of authentic WR trains, this layout puts the emphasis firmly on action and entertainment, as Chris Knight explains.



The latest Graham Farish 'Deltic' is superdetailed and repainted as an early-1980s celebrity machine by Nigel Burkin.

Michael Russell explains how he overcame some common obstacles on the way to building a tiny GWR 0-4-0ST.







As a former employee of Doncaster Works, John Medley was set on modelling the West Riding area of Yorkshire before diesels arrived.



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LAYOUT FOCUS: HORFIELD

Built with emphasis firmly on action and entertainment for exhibition visitors, as Chris Knight explains how this layout came about.

MOST OF YOUR FREE CARD KIT

Phil Parker shows how you can fit lights to your free kit in a few simple steps.

PROBLEMS BEAT BRASS KIT

Michael Russell explains how he overcame some common obstacles on the way to building a tiny GWR 0-4-0ST.

PRACTICAL BRM: GRAHAM FARISH CLASS 55 UPGRADE

The latest Graham Farish 'Deltic' is super-detailed and repainted as an early-1980s celebrity machine by Nigel Burkin.

LAYOUT FOCUS: KIRKWOOD John Medley was set on modelling the West Riding area of Yorkshire. His layout recalls the days immediately before the diesels arrived.

PRACTICAL BRM: MAKE YOUR OWN DISPLAY CASE

Phil Parker builds a custom case to store models and keep them dust-free.

KINETON: SOCIAL HISTORY

A new series following Learnington & Warwick MRS's new exhibition layout from inception to its first public showing - planned for March 2017.

PRACTICAL BRM: A WAGON KIT OU IN EVERY SCALE - 1

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DONCASTER 2016 GALLERY: 20TH ANNIVERSARY SPECIAL

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Ben Jones talks to Locomotion Models about its ambitions to commission models based on artefacts from the National Collection.







BRM's annual celebration of great model railways reaches a major milestone in 2016. Join us in Doncaster for a special gathering of layouts.



Jumping in 'head first' led to **Peter Sharps** completing this tribute to the Network Southern East era in an impressive 16 weeks.



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March 2016 edition of

BRITISH RAILWAY MODELLING

is out on February 4

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ISSUE...

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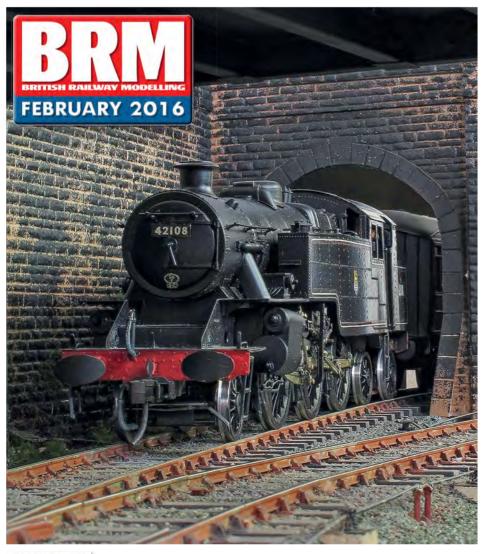
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WHAT'S ON THE DVD

On this month's DVD, presented from our layout of the month 'Kirkwood', **Phil Parker** takes you through adding lighting to our FREE card kit, whilst **Howard Smith** looks at a useful compressor kit. Plus, we go behind the scenes at the largest plastic kit show in the world.







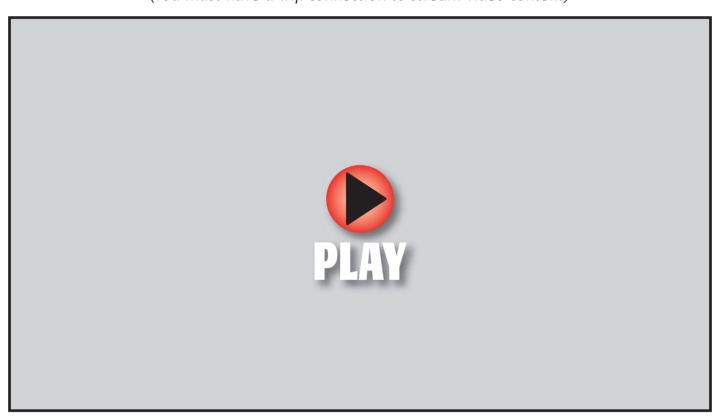
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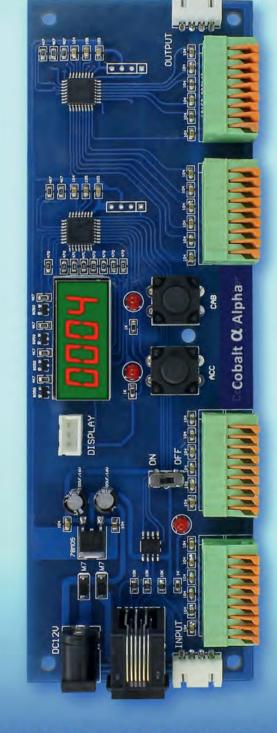
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BRM EDITOR'S COMMENT

WELCOME

he ink was barely dry on my welcome piece last month when Hornby surprised us by unveiling its 2016 range. That's the danger of making predictions in print! The big news was a completed LNER Q6 0-8-0 - expected in April - and an all-new B12/3 but with almost 300 new items announced it's a sign of greater confidence in its supply chain. However, the outlook appears less positive on the financial side, with Hornby reporting a half-year loss of £3.4 million in December (a £2m loss had been predicted)and a £1.9m year-on-year fall in sales. The loss is being blamed on delays to a new IT system and supply issues and restructuring in Europe. UK sales are said to be up by 9% from last year, but it's a worrying sign after the company looked **MUCH MORE** to be turning a corner in 2014/15. Elsewhere, there was plenty of positive news to report after the Warley NEC show. Oxford Rail revealed that it was working on something very different for Golden Valley Hobbies - a Yorkshire Engine Co. 'Janus' industrial diesel in OO gauge. Industrial locomotives at last seem to be getting the attention they deserve. As

But, it was Dapol's display cases which held, arguably, the biggest surprise of the weekend. Its 'Black Label' LNER A4 promises a similar level of detail and working features to top-line European HO models - and a similar price tag. For half the price of the A4, you'll soon be able have an O gauge Class 08, which should encourage even more modellers to make the iump to 7mm scale. Also worthy of note were a first look at the Welsh company's superb HIA hopper and GWR railcar, Class 68s and a raft of N gauge samples.

a Sheffielder, it made my day to see a new model of

something built in the city and still hard at work.

It wasn't just RTR firms making headlines though, there were several examples of new generation kits employing 3-D print technology and high-quality resin casting. There's ample evidence that well-designed, well-manufactured and carefully chosen kits can find a receptive audience, despite the incursion of RTR into 'niche' areas traditionally inhabited by kit suppliers.

Special mention must go to Jason Shron and Bill Schneider of Rapido Trains, who made the long journey over from North America to show off the latest samples of Locomotion's APT-E (due out in a few weeks) and the Class 390 and TEA tanks for Revolution Trains. The latter in particular showed the minute level of detail and fine decoration we can expect.

On the face of it, the big loser in all this appears to be DJModels, which has now seen several of its projects - the Q6, Class 59, Class 71 and GWR 1361/66 - overtaken by developments elsewhere. It has other 'irons in the fire' with Hatton's and Kernow but DIM will need to show tangible signs of progress quickly or risk a loss of faith from its patient customers.

> A note of caution too; a couple of suppliers confided that projects had been postponed or cancelled because of concerns over pricing. Bluntly, those involved didn't think that British modellers would stand for the prices they would need to charge for models with their proposed specification. It's a delicate moment for the British hobby do we continue the progress we've made

over the last 15 years, but pay more for the privilege, go backwards or, worse, lose out altogether as suppliers look to make a better return elsewhere?

Interestingly, over the same weekend, Rail Exclusive unveiled its high-spec Class 24/0, which starts at £175, but promises the kind of attention to detail that serious D&E modellers appreciate. Will enough people look beyond the price and see the value?

I must thank everyone who visited the **BRM** stand at the NEC to say how much they enjoy the magazine and DVD. We're confident that the new look will make it even better. Finally, have a very Happy New Year from all of us - here's to a successful and productive 2016. BRM





SEE



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EMUs

R3341 Class 2-HAL 2 Car train pack in BR blue (Hor)



31-030^ Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95)BARGAIN . . . £



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95)........BARGAIN...£116



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95)......BARGAIN....£118





R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25)BARGAIN



athered M55995 (Hel)
...BARGAIN...£69
31-375 Class 416 2-car EPB EMU in BR blue (Bac)
...BARGAIN...BARGAIN.



grey (Bac) (list £104.95) . .



Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap)..... ...£56



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) £50.96



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) .BARGAIN. £79 Train sets - analogue



R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdo Crane and Support Van (Hor) (list £119.99)BARGAIN. .£59 R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach £49

H 191 Calebonian Beile trainset u-4-u sleam loco in Diue 4 wheel coach & open wagon (Hor). Express Midland Compound 1000, 2 x corridor composite 8 3rd brake coach in LMS (Bao). £148.71 30-809 The Western Wanderer Class 57xx Paniner 3650 in GWR shirbutton green and GWR 103d brake van & shunters truck in GWR shirbutton green and GWR 103d brake van & shunters truck in GWR £84.96



R9283 Thomas the Tank Engine Train Set (Hor) NEW .£54 Train sets - DCC



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Fa North green & cream (Bac)£255



39-001 2 x Mk1 coaches in 'Works Test Train' in BR blue



4F-052-030 5 Plank 9 Ft Wh M25255M (Dap) NE 4P-010-041 57 Ft St ier Comp Non Corridor BR Lined Maroor M19185M (Dap) NEW
HP-010-040 57FT Stanier Non Corr Brake 3RD LMS Maroon Lined
55266 (Dap) NEW C098D 57FT Stanier Non Corr Brake 3RD LMS Margon Lined



4P-010-039 57FT Stanier Non Corridor Comp LMS Maroor



39-577 BR Ha sworth Auto Trailer Crimson (Bac) £58.61





39-576 BR Hawskworth Auto Trailer Maroon (Bac) . £58.6 39-1266 BR Mkt CK Composite Corridor Marcon Weathered (Bac) . . . £33.9 39-153D BR Mk1 FK First Corridor (SR) Green (Bac) NEW . . £33.1



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95)..BARGAIN....
39-274A BR MK1 GUV InterCity Motorail Blue & Grey - Weathered - N



ond Kitchen Grey & Blue (With £24



39-025G BR Mk1 SK Second Corridor Blue & Grey E25898 (Bac) NEW
39-902 BR Mk1 SLSTP Sleeper Car in maroon (Bac).
39-902 Pack of 4 (Bac) (list £155.80). BARGAIN
39-035 FB Mk1 SD Second Open (SR) Green (Bac) NEW.
39-311A BR Mk1 SP Dellman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95). BARGAIN . £33.11£33 ...£120 ..£33.11



39-200C BR Mk1 Super BG Full Brake RES -

Weathered (Bac) (list £39.95)BARGAIN	£18
Weathered (Bac) (list £39.95)BARGAIN R4659 BR Non-Corridor 57' Third Class Coach (Hor)	. £37.27
R4651 BR Thompson Suburban (Lavatory) Composite Coach,	
Maroon (Hor)	
R4652 BR Thompson Suburban Third Class Coach, Maroon (Hor	£37.27
34-131A Collett 60ft 1st/2nd composite in BR crimson & cream (Bac)	
34-078 Collett 60ft 1st/3rd brake composite GWR chocolate & cream (Bac	£24.61
34-128 Collett 60ft 1st/3rd composite in GWR chocolate & cream (Bac)	£24.61
34-056A Collett 60ft 2nd class corridor in BR crimson & cream (Bac)	. £24.61
completely to be but I had a	



34-053 Collett 60ft 3rd class corridor in GWR chocolate &





...£15.20
39-470 LMS 60 it Porthole Corridor Brake 1st BR Crimson & Cream (Bac), £33.96
...£11.10



39-465 LMS 60 ft Porthole Corridor Composite in BR





39-525 Sout nern PLV Passenger Luggage Van Southern

Railway Green (Bac) £24.6
Wagons
38-502 'Covhop' covered hopper British Industrial Sand bauxite & black (Bac) £18.2 38-502 Pack of 4 (Bac) (list £91.80) BARGAIN £6 38-502 Pack of 4 (Bac) (list £183.60) BARGAIN £12



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in htliner Heavy Haul sliding end d 38-452A 13 ton Hyfit steel open wagonwith sheet & highbar in BR bauxite (late) (Bac) NEW £15.26
38-450A 13 ton Hyfit steel open sheet in BR bauxite (early) (Bac) NEW £15.26



37-654A Pack of 4 14 Ton Tank Wagon "Ronuk" (Bac) 37-337-20 to for lanke van In BR bauxite - weathered (Bac).
37-531 20 ton brake van in BR bauxite - weathered (Bac).
37-530 20 ton brake van in BR grey - weathered (Bac).
38-602 21 Ton Grain Hopper BR Bauxite (Late) (Bac).
38-044 31 tonne OBA open wagon in BR Railfreight brown £20.83 £20.83 £19.51 wagon in BR Railfr



38-041B Single (Bac). £16.53
39-026J BR Mk1 SK 2nd Corridor Maroon. Running
number TBA (Bac) NEW £33.11
39-014 BR Mk1 SK Pulman Second Kitchen Grey & Blue (With





37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) BARGAIN . . . £54.23 37-951B Single (Bac) £13.56



...£166



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) BARGAIN £28

Hatton

Est. 1946

DRAFFE

36-557 Single (Bac). £14.50 X9659 4-pin decoder for some train set locos and Sentinels (Hor) ... £10 BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27/w x 10d mm) x 5 (Gau) ... £17

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak)

 DCR-8PIN-Direct Box of 10 8-pin compact direct

 4-function 1.1Amp decoder back EMF (Hat)
 £105

 DCR-8PIN-Direct Single (Hat)
 £13

 DCR-8PIN-Direct Box of 5 (Hat)
 £19

 R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter collected) Likhon
 £23

DCC accessory decoders

DCC controllers

R8247 DCC accessory decoder (for points and

(22x16x4mm) (5 Pack) (DCC) DCD-Z360-5 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Al (14.2x12.5x3.5mm) (5 Pack) (DCC)

36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) . .BARGAIN £70

100111

Opening hours Store:09:00 - 17:00 Mon - Sat 10:00 - 16:00 Sun

30 Mon-Fri

07:00 - 20:30 Mon 1 11 07:00 - 18:00 Sat 09:00 - 17:00 Sun



CL2 Standard Coach Lighting Strips - Warm White (Tra). £17 Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50 Spares

tes (for OO, HO & O gauge code 100 reamline) - Pack of 12 (Pec)..... Metal Conductive RAIL JOINERS



SL-10 Metal rail joiners/fishplates (for code 100 rails inc

ornby, Peco & Peco Streamline). For OO, HO & O g. Pack of 24 (Pec)	
Wheel sets	
218 14.1 mm coach wheels (pack of 10) (Hor)	£6.

Buildings - railways PO213 2 Road Red Brick Engine Shed & Workshop Building (Card £12 50



I K-20X Double length overall a ed station roof (Pec). . £20



Man-made scenic structure - railwayrelated







44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac). £25.46 LK-85 Lineside Flexible Field Fencing (1080mm) (Pec) NEW.....£3.50 LK-86 Lineside Gates & Stiles (2 field gates, 2 stiles, 1 wicket gate) (Pec) NEW.£4 2 field gates, unit (Pec). SL-43 Loco Lift and storage uni R514 Platform Canopy x 2 (Hor £11

Signals

Buildings - general



R9818 Skaledale High Brooms Station (Hor) NEW. £46.29
R9814 Skaledale Platform Signal Box (Hor) NEW. £22.21 R9823 Skaledale Platform Subway (Hor) NEW R9824 Skaledale Station Office (Hor) NEW



R9822 Skaledale Steam Shed (Hor) NEW £46,29 Man-made scenic structure - non-railway 44-016 Fuel Storage Tanks (Bac) £33.96

Bridges, Tunnels & Walls



36-047 Locomotive staff x 6 (Bad	c)£6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (36-043 Station staff x 6 (Bac)	£6.21
Track - Code 1	00 Setrack
ST-245 Setrack curved double radius left	handed point insulfrog (Pec) £14
1	SET UNITED IN SE

ST-241 Setrack No.2 radius left handed point insulfrog (Pec).



ST-240 Setrack No.2 radius right handed point insulfrog (Pec).
ST-204 Setrack Quad Straight (Pec).
ST-204 Set of 24 (Pec) Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66 SL-100 Single (Pec).
SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec). £70 .£25



SL-99 3 way medium radius point insulfrog (Pec).....£25



SL-90 Double slip insulfrog (Pec)£12

SL-96 Left hand medium point (Pec)

SL-E96 Left hand medium point electrofrog (Pec) . . . £10

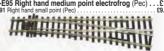
-92 Left hand small point electrons.

SL-86 Right hand curved point (Pec) £12.50 SL-E86 Right hand curved point electrofrog (Pec) £12.50

SL-E88 Right hand large point electrofrog (Pec).....£12

SL-95 Right hand medium point (Pec) £10

SL-95 Right hand medium point electrofrog (Pec) ... £10
SL-91 Right hand small point (Pec) ... £9.50



SL-E91 Right hand small point electrofrog (Pec) Track - Code 75 FineScale Streamline



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver£72



SL-E199 3 way finescale medium radius point

SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec)
SL-E187 Finescale left hand curved point electrofrog (Pec) . . .
SL-E189 Finescale left hand large point electrofrog (Pec) . . .

SL-E196 Finescale left hand medium point SL-E196 Finescale left hand meaium point electrofrog (Pec).
SL-E192 Finescale left hand small point electrofrog (Pec).
SL-E193 Finescale right hand curved point electrofrog (Pec).
SL-E195 Finescale right hand medium point electrofrog (Pec).
SL-E195 Finescale right hand small point electrofrog (Pec). . £12.50 . . . £12 . . . £10

Track & Points



R605 Circle of 8 1st radius double circle) (Hor) .£15 £2.50 £2.25 .£18 .£3 .£22 .£3 £2.25 single (Hor).
2nd radius double curve track (8 make a circle) (Hor)
Circle of 8 (Hor).
3rd radius double curve track (8 make a circle) (Hor) R601 Box of 24 (Hor) R8072 Left Hand Star R603 Long Straight (H £2.25 . £49 . £9 £3.25



36-603 Single (Bac).
R8073 Right Hand Standard Point (Hor).
R621 Single 970mm length of flexible track (Hor).
R621 Pack of 24 (Hor). £2.76 £2.76 £9 £3 £66 £1.40 traight (Hor). 1600 Box of 24 (Hor) £33 Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m Jong (16' 4h' (Pec)

Buses



760WB011 Bedford OWB MacBraynes (Oxf) NEW . . . £12 33802EFE Bristol RELH Coach 'Lincolnshire Road Car' (EFE) NEW . £28



76PD2001 Leyland Titan PD2/12 Maidstone &

Cars 76AA006 Austin A40 MkII Glen Green - Snowberry White (Oxf) NEW . 55
76ACP001 Austin Cambridge Persian blue/white (Oxf) . 76ACP001 Austin Cambridge Persian blue/white (Oxf) . 76CAP006 Ford Capri MkIII Cassipian Blue/Strato Silver (Oxf) NEW . 55
76SA07005 Jaguar MkVII Twilight Blue (Oxf) NEW . 55
76SR005 Subbeam Rapier MkIII Powder Blue (Oxf) NEW . 55

Cars - racing

76DTYP003 Jaguar D Type Winner Lime Rock 1957 - Wal

Commercial vehicles

76STOB007 Atkinson 6 Wheel Dropside Stobart (comes white box) (Oxf)



76CA002 Bedford CA Ice Cream Walls (Oxf) NEW ... £5
76TR011 Benny Burger Mobile Trailer (Oxf) NEW ... £6
76ST08027 DAF 2800 Curtainside (Oxf) NEW ... £17
25CD08027 DAF 2800 Curtainside (Oxf) NEW ... £17 76TR011 Benny Burger Mobile Trailer (Oxf) NEW 76ST08027 DAF 2800 Curtainside (Oxf) NEW. 76ST08025 DAF FTGXF105 Curtainside (Oxf) NW 76ST08040 Eddie Stobart MAN TGX XLX Curtair 76ST08035 Eddie Stobart MAN TGX XXL Curtair 785T0B025 DAF FTGXF105 Curtainside (Oxf) NEW 785T0B025 DAF FTGXF105 Curtainside (Oxf) NEW 785T0B040 Eddie Stobart MAN TGX XIX Curtainside (Oxf) NEW 785T0B035 Eddie Stobart MAN TGX XIX Curtainside (Oxf) NEW 785T0B005 Eddie Stobart Scania 110 Flatbed Trailer (comes white box) (Oxf) NEW

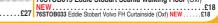


(comes in white box) (Oxf) NEW.
76ST0B039 Eddie Stobart Scania Highline Curtainside (Oxf) NI
76ST0B013 Eddie Stobart Scania Highline Tanker (comes whit

box) (CV) NEW 78TOB011 Eddie Slobart Scania Horsebox (comes white box) (Ov) NEW £14 78STOB011 Eddie Slobart Scania R143M Curtsinside (Ovi) NEW £14 78STOB037 Eddie Slobart Scania R1430 Toplien Fridge (Ovi) NEW £18 78STOB034 Eddie Slobart Scania R420 Toplien Fridge (Ovi) NEW £18 78STOB014 Eddie Slobart Scania Steady Eddie (Oxi) NEW £18 78STOB016 Eddie Slobart Scania T Cab Curtainside (comes white

Stobart hiomass 0012

76STOB015 Eddie Stobart Scania Walking Floor (Oxf)





Point motors



.....£32

R8312 e-LINK Module, Railmaster Software & 1 Amp



36-500 EZ Command DCC controller - boxed (Bac) £76.46



36-504 FZ Command Dynamis Ultima DCC system (Bac) ... £250.71



www.ehattons.com/new



for new releases



76STOB038 Eddie Stobart Volvo FH Skeletal Trailer (Ox NEW . . £20
76STOB036 Eddie Stobart Volvo FH Wlaking Floor Trailer (Oxf) NEW £18



76STOB031 ERF EC14 Olympic Curtainside (comes in



76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie



76STOB008 Scania Highline Horsebox (comes in white

76STOBUZZ Scanla rigiume Uncrease
Soy (Oxf) NEW
76STOB032 Scanla R440 Drawbar (Oxf) NEW
76SDB003 Scanla FOHIO Drawbar Eddie Slobart (Oxf) NEW
76SHLO7WF Slobart - Paul Hanagan (Oxf) NEW
76SHLO7WF Slobart - Payal Morror (Oxf) NEW
76STOB004 Slobart - Ngan Moore (Oxf) NEW
76STOB004 Slobart APC Ergo Tipper (comes in while box) (Oxf) NEW



box) (Oxf) NEW£1
76STOB006 Stobart MAN (comes in white box) (Oxf) NEW £1
76STOB002 Stobart Scania Topline (Oxf) NEW £1
76STOB001 Stobart Volvo FH (Oxf) NEW £1
76STOB017 Volvo FH Box Trailer (Oxf) NEW £1
76STOB029 Volvo FH460 Walking Floor Trailer (Oxf) NEW £1
Military ground vehicles





76QLB001 Bedford QLB 4th Infantry, UK 1942 (Oxf) NEW £12 76DT001 Diamond T980 Tank Transporter TRC Western Desert 1942 GHQ Cairo (Oxf). £20



76DOR001 Dorchester ACV (Armoured Command

Public Service vehicles 76LRD006 Land Rover Discovery 3 Cairns Blue Metallic (Oxf) NEW £4.50



76TN001 Thornycroft Nubian Major City of Birmingham

N Gauge



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New 372-313 Class 21C1 Merchant Navy 4-6-2 3502.

Zealand Line' in BR Malachite green (Gra)...£135
372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrikan'.£135 £135.96 mblem (Gra) £135.9 class 2884 2-8-0 3803 in GWR green GWR lettering (Dap). £108 s 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) £93.4



372-625 Class 2MT (vatt 2-6-0 46521 in BR lined green late crest (Gra). 93.4 £ 925-945-904 Class 2MT (vatt 2-6-2 BR black early emblem - weathered (Dap). 257-372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra). £93.4 £ 93.4



..... £93.46 nder (Gra) £93.46



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black
 late crest (Gra)
 £97.71

 2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap). £61

 2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) . £61



2S-019-001 Class 6800 4-6-0 6820 "Kingstone Grange" in GWR green shirtbutton emblem (Dap) . £100 25-019-005 Class 6800 4-6-0 6837 "Forthampton Grange" in BR lined green early emblem (Dap) . £100 372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR lined green late crest-



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) £135.96



372-387 Class A2 4-6-2 60527 'Sun Chariot' BR lined green black late crest (Gra) £135.96 372-388 Class A2 4-6-2 60532 'Blue Peter' BR lined green late crest (Gra) £135.96



372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) £135.96 2S-008-004 Class A4 steam loco 60022 "Mallard" in BR dark blue early e early . **£119.60**



2S-008-004D Class A4 steam loco 60022 "Mallard" in BR dark blue early crest & double chimney, DCC fitted (Dap) NEW £140.25



2S-008-005D Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney. DCC fitted (Dap). £140.25 early crest & double chimney. DCC fitted (Dap).... 2S-008-007 Class A4 steam loco 60027 "Seagull" in BR gre



2S-088-006D Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC Fitted (Dap) NEW. £140.25 | Sale Class 57 diesel "Politic" D9002 'The King's Own Yorkshire Light Infantry in BR green half yellow ends (Gra) . £93.46 | Sale Class 57 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry in BR green half yellow ends (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel 66546 in Freightliner (Gra) . £93.46 | Sale Class 57 diesel Sale Class 57

25-008-007D Class A4 steam loco 60033 "Seagull" in BR green early crest & double chimney, DCC fitted (Dap) NEW ... £140,25 372-400 Class, 309-6-1 865 LiNER Lined Black filat sided tender (Gra) 572-932 Class N 2-6-0 31811 in BR black late crest (Gra) ... £106.21 £100.71 £106.21



372-931 Class N 2-6-0 31844 in BR black early



372-930 Class N 2-6-0 868 in SR Olive green (Gra) £106.21 28-021-002 Class O1 0-6-0 33018 in BR black late crest (Dap)£94 372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Nordols" in BR Express Passenger blue early emblem (Gra)£127.46

Train packs



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey 8 Scenecraft "Ais Gill" Signal box (Gra) £13



370-400 Longmoor Military Railway Train Pack WD Austerity Class No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra). . £118.96

Diesel locos

371-054 Class 04 D2332 "Lloyd 2" in NCB yellow (Gra



371-015C Class 08 08672 in BR blue wasp stripes (Gra) PICEW 276 48
20015-001 Class 122 diesel railcar W55000 BR green speed whiskers (Dap.) 188
372-953 Class 14 diesel D9526 BR green wasp stripes - weathered (Graja 127.08
371-033 Class 20 diesel D9011 BR green small yellow panel - weathered (Graja 127.08
977-148



371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26 371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26



2D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79 371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21



371-166 Cla 371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra)£89.21



371-168 Class 37/5 diesel 37506 Railfreight Red Strine (Gra)



371-828B Class 47/0 diesel 47096 in BR blue (Gra) £101.96





2D-007-002D Clas 371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra)
(list £119.95) BARGAIN £82.50

Electric locos



2D-019-003 Class 43 HST Book Set in Intercity Executive • W43126, W43125 & two Mk 3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow 43075, 43106 & two Mk 3 coaches (Dap)£135 **DMUs**



371-511 Class 101 3-car DMU in BR blue & grey (Gra)£118.96
20-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap). £90



2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap)..... ...£90



371-558 Class 158 2 Car DMU 158871 ScotRail (Gra)



371-741^ Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95)... BARGAIN....£171 **EMUs**



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95).......BARGAIN....£98



370-140 The Steel Worker Class 08 D3406 in BR green & £93.46 3 x 24-Ton ore hopper wagons (Gra) . . . Train sets - DCC



370-080 Countryside Coal Digital Set Class 3F Jinty . . £89.21 No.23 in SDJR blue, Midland brake van, 7-plank wagon &

Coaches

2F-038-032 20T Steel Mineral BR B315752 Weathered (Dap) NEW....£11.25 374-083A BR Mk1 BCK Brake Corridor Composite (SR) Green (Gra) NEW £24.51 374-081A BR Mk1 BCK Brake Corridor Composite Crimson & Cream (Gra) NEW . £24.61 374-087 BR Mk1 BCK Brake Corridor Composite Intercity (Gra) NEW . £24.61



y of Birmingham 2S-008-006 Class A4 steam loco 60029 "Woodcock" in BR green late crest (Dap)......£112 BR green late crest (Dap).....£119.60 green late Crest (Dap)......£119.60 green late Crest (Dap)........£119.60 green late Crest (Dap).......£119.60 green late Crest (Dap).......£119.60 green late Crest (Dap)......£119.60 green late Crest (Dap)......£119.60 green late Crest (Dap).....£119.60 g



UK P&P £4 PER ORDER 43JI008 Jensen Interceptor Mkill Oakland Green (Oxf) NEW ... VA10207 Leyland Princess 2, 20 HL, Snapdragon Yellow, 40th £2 per single diecast item

£7 guaranteed Next Day delivery (Orders before 2pm)





374-012D BR Mk1 SO Second Open Maroon (Gra) NEW. £24.61 2P-003-002 GWR B Set Coach Twin Pack GWR Shirtbutton (Dap) . £20 2P-003-002 GWR B Set Coach Twin Pack GWR Shirtbutton (Dap) . . £2(374-536 Hawksworth 3rd Class Corridor GWR Chocolate & Cream (Gra) £25.4(374-511 Hawksworth Brake 3rd Class Corridor GWR Chocolate & £25.46



374-561 Hawksworth Corridor 1st/3rd Composite GWR Chocolate & Cream (Gra)...



374-187C Mk1 BSK Brake Second Corridor Maroon Weathered (Gra) NEW £25.46 374-162 Mk1 FK first corridor in green (Gra) (list £28.95)BARGAIN. £14

Wagons 373-803 100 Tonne HHA Bogie Hopper Wagon Freightliner

weathered (Gra)
373-882 14 Ton Tank Wagon ICI Maroon (Gra) NEW
373-782 14 Ton Tank Wagon ICI Maroon (Gra) NEW
373-7761 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Railtrack (Gra) £33.96



£25



DCC decoders



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) . . . £15.26 Spares

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec). £2 Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap)..... Buildings - general
42-297 Low Relief Cooling Tower (105x210x280mm) (Gra)

Track - Code 80 Setrack ST-11 Double straight track (Pec)
ST-17 N Setrack No3 radius double curve (8 form a circle).
298.5mm/11.75' radius (Pec).
ST-15 No.2 radius double curve (Pec).



ST-6 Setrack left hand point insulfrog (Pec) £8.50





Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible Wooden Sleeper track (Pec) £8 NICKIE SINVER I IEIZIDIE WOUGET STEEDER LEATH (6.7) SL-200F Finiscale double slip electrofrog (Pec). SL-2309F Finescale let hand medium point electrofrog (Pec). SL-2392F Finescale let hand small point electrofrog (Pec). SL-2392F Finescale right hand medium point electrofrog (Pec). SL-2392F Finescale right hand small point electrofrog (Pec). £35 £35 £10 **Track & Points** ST-44 Setrack N Gauge Curved Turnout R/H (Pec) Buses NPE008 Plaxton Elite Stagecoach Coastrider (Oxf) NEW **Commercial vehicles** NLAN188019 Land Rover Series 1 88" Hard Top AA (Oxf) NEW . NTRAIL002 Mobile Trailer RAC (Oxf) NEW.

O Gauge (1:43 Scale)

Diesel locos



6001 Class 60 diesel in Loadhaul (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499 **DMUs**

8890 AC Cars Railbus W79976 in BR light green speed whiskers (Hel). . . . £400 8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400 Coaches



7F-071-028W 7 Plank SR 40045 Weathered (Dap) NEW £36.30 4914 BR Mk1 SO 2nd open in SR green (Hel). . . £250

.£62 .£79

Wagons People - civil

22-186 Engineer and Shunter (Bac) NEW 22-186 Man and Woman Hilkers (Bac) NEW
22-185 Service Person Minibar (Bac) NEW
22-183 Sitting Man and Woman (Bac) NEW
22-184 Sitting Young man and woman (Bac) NEW
22-187 Two Locomotive Staff (Bac) NEW £10.95 £10.95 £10.95 £10.95 £10.95

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickle Silver Track (Bullhead Nickel Silver Rail) (Pec)..... SL-700BH Single (Pec)....



SL-E792BH Left hand point bullhead rail and

Gelectrofrog (Pec). £39
SL-E79IBH Right hand point bullhead rail and electrofrog (Pec). £39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16°) radius 1020mm (40.5°). 16 make a circle (Pec). £6 Cars

VA13702 BMW 318 (E30), Design Convertible, Neon Green (Cor) (its £19.99) NEW ... BARGAIN ... £16
VA13402A BMW 325i Oupe (E30), Sport M-Tech 1, Dolphin Grey, RHD
U(K) (Cor) (its £19.99) NEW ... BARGAIN ... £16
43DSP002 Daimler SP250 Royal Red (Oxf) ... £20
VA04116 Ford Cortina Mkz 1300 De Luxe, Manchester & Salford Police,
Ford Demonstration Car (Cor) (list £24.99) NEW ... BARGAIN ... £20
easy CV (ESU)... £20



VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor)
ST-5 Setrack right hand point insulfrog (Pec) ... £8.50

VA09518 Ford Escort Mk1 1300E, Amber Gold (Cor)
(list £19.99) NEW BARGAIN ... £16 package (Gau)

VA10207 Leyland Princess 2, 2.0 HL, Snapdragon Yellow, Yolf Anniversary (Cor) (list 19.99) NEW VA14002B Opto Drongs 3000 GSI, Carmine Red, LHD, German Registration (Cor) NEW VA14002A Vaushal Carlton 3000 GSI, Carmine Red, RHD (Cor) NEW VA14004A Vaushall Carlton 3000 GSI, Carmine Red, RHD (Cor) NEW VA14004A Vaushall Carlton GSI 3000, Starmist Black, RHD (UK) (ISS 15.9.99) MEW W (Cor) NEW RHD (UK) (Cor) VA14004A Vauxhall Carlton GSI 3000, Starmist Back, RHD (UK) (Cor) (list £19.99) NEW BARGAIN £16 VA13604A Volkswagen Golf Mk2 GTI 16V, Oak Green, RHD (UK) (Cor) (list £19.99) NEW BARGAIN £16 Commercial vehicles

43ASV005 Austin Seven Van Daniel Doncaster (Oxf) NEW 43WM005 Whitby Mondial Ice Cream Vinces Ice (Oxf) NEW G Scale

Steam locos n loco (with moving eyes) (Thomas the Tank range) (Bac) . £205 91404 Emily S



90068 Thomas Annie & Clarabel train set (loco moving

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)



D Double/Twin track power controller (Gau) Q Quadruple 4 circuit power controller (Gau). W Walkabout circuit controller (Gau)

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau). £37 Analogue point control

CDU Capacitor Discharge Unit (G



DCC decoders

10311-02 2-function 2-sided 0.5/0.8A Silver mini decoder NEM651 plug (Len). 229 10310-02 2-function 2-sided 0.5/0.8A Silver mini wired decoder (Len). 229 10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len). 25





DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat). £94
DCR-8PIN-Harness Box of 5 (Hat). £10
DCR-8PIN-Harness Box of 5 (Hat). £48
10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len). £18 DCC accessory decoders DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) . . . £1:

DCC controllers



....£509





unit (Gau)...



DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau).....



£124



.....£30 60100 SET100 DCC amplifier and controller (Len) ...£260 **Point motors**

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £146
DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) . £82
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) . . . £17



DCP-CB12DIP Cobalt ip slow-action digital point motor pack of 12 (DCC). £177
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC). £135
DCP-CB12OMG Cobalt Omega slow-action analogue point motor x 12 (DCC). £135







PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side/surface mounted po Switches & Levers





DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC). £165
PL-26B Passing Contact Switch - Black Lever (Pec). £5.50

Railway publications

PM-202 A Compendium of Track Plans - For Layouts to suit all Tools
 XU2175B Flexible track cutters (XURON) (Gau)
 £15

 DCM-RRA12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC)
 £95



Advance 2" starter DCC controller DCM-RRA6 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61

LAYOUT I BR WESTERN REGION 1955-61 I OO Gauge



See this layout at the Festival of British Railway Modelling in Doncaster on February 13/14



HORFIELD

Built to showcase a large collection of authentic WR trains from the 1955-61 period, this layout puts the emphasis firmly on action and entertainment for exhibition visitors, as **Chris Knight** explains.

The running sequence opens in 1955 with ex-GWR locomotives such as 'Hall' No. 5941 *Campion Hall* carrying BR early emblem livery and early BR crimson coaching stock.

on't think much of this one, it's just straight tracks without any points' started a conversation overheard whilst manning 'Horfield' at the 2014 Southampton MRS exhibition. His pal responded; 'Yeah, you're right. All that space wasted, it's one train after the other.'

As they moved away from the barriers I smiled inwardly as I recalled Tony Wright recounting a similar tale - probably over a beer or two - from his days operating the incomparable 'Stoke Summit'. A punter loudly complained about a perceived lack of variety on view saying; "Your layout is just loads of trains going round and round" or something similar. Tony, in his inimitable fashion, promptly grabbed the guy's hand, shook it vigorously and thanked him profusely, leaving one bemused customer to wander away shaking his head in utter confusion!

Now please do not think I am comparing our own efforts to the inspiring work of Tony's team, but it made me consider how we all seek something different from our own projects. It would be an awful shame to attend an exhibition with a plethora of samey exhibits on show. That would recall the 1970s when it seemed every other layout seemed to be a small GWR country terminus. Even yours truly, as a lifelong Swindon devotee, felt a deep sense of *déjà vu*. As an aside, the dalmatian on 'Horfield' is called 'Brunel' and the horses are 'Dean' and 'Gooch' if any further evidence were needed of my GWR allegiance!

Hopefully our two dissatisfied visitors at Southampton found a small 6ft by 2ft layout with a couple of locomotives operating a 15 minute shunting sequence more to their taste.

I am not denigrating this type of layout, far from it, as frequently the standard of modelling is very high, and naturally I can admire and appreciate that, but I am sure I would not enjoy operating such over a whole weekend, or indeed at my leisure at home. 'Horses for courses' as ever I suppose.

LAYOUT PRESENTATION

'Horfield' falls firmly in the tail-chasing category with the emphasis on watching the trains go by. I won't go into the 'nuts and bolts' story of construction and operation here as the story has been told before.

FACT FILE

I SCALE/GAUGE

4mm:1ft scale, 16.5mm gauge 00

DIMENSIONS

35ft x 10ft

I ERA

1955-61

REGION/LOCATION

Western Region, Bristol area

LAYOUT TYPE

Four continuous loops

POWER/CONTROL

12V DC analogue/DCC

I PHOTOGRAPHS

Andy York

AYOUT I BR WESTERN REGION 1955-61 I OO Gauge



ask the expert

What advice would you give to a budding exhibition layout builder about layout lighting? Is it worth the effort?

Exhibition venues vary A from local village halls to purpose-built hangars for major events and the relative lighting facilities can vary enormously. I suspect most readers will have experienced the problems inherent with a poorly lit hall. Couple this with an layout lacking in any form of illumination and you can sometimes see b*gger all! My personal view is that even the most modest offering should boast its own lighting, even if it is only a couple of spotlights. Lighting rigs don't have to be expensive, they can range from self-adhesive LED strips to halogen spotlights or fluorescent tubes, depending on the area you need to cover.

ABOVE: GWR heavy goods power in the form of a '28XX' 2-8-0 passing a '42XX' 2-8-OT on banking duty.

BELOW: A '47XX' 2-8-0 passes with a fast goods train formed of fitted vans



Instead, this article focuses on the presentation aspects of our labours and also my own personal beliefs that some exhibitors could present their creations to better advantage.

Briefly however, a quick resume for those unfamiliar with the layout. It measures 35ft by 10ft. Track on the visible section is C&L Code 75, elsewhere Peco Code 100 is used, including the hidden pointwork.

The main feature is the small, rather unusually arranged suburban station (closed in 1964) on a busy four-track section of the Western Region main line heading north out of Bristol Temple Meads.

Our chosen period of 1955-61 allows us to run a pretty mixed bag of stock and liveries as does the location, which whilst primarily WR, hosted visitors from the other BR regions with holiday traffic heading west and returning northbound. The timescale also, of course, allows a depiction of the steam to early diesel transition

A 16-road storage yard supplies the required stock to keep things interesting out front.

My own modelling history reaches back some 35 years with 'Steam at Sonning', 'Treviscoe Viaduct' and 'Kensal Green' all having featured previously in BRM, and whilst the former was virtually all my work, the latter certainly were primarily down to my son Steve, with minor input from me. However it is gratifying to reflect that having been responsible for introducing him to both the GWR and railway modelling at a young age he now makes his



AYOUT I BR WESTERN REGION 1955-61 I OO Gauge



living via his business Model Railway Solutions.

All this rambling leads me to my rather self-indulgent pontificating over some aspects relating to the manner in which we modellers expose ourselves - in the nicest possible way - to the scrutiny of the great British public.

My experiences have convinced me that exhibitors often sell their efforts short by not presenting their labours as favourably as possible. Here, then, are a few thoughts and suggestions which are absolutely intended to be constructive but to promote discussion and dissent, as no doubt others will have a differing points of view.

Now that my head is over the parapet, let me mention a few niggles which seem to crop up with increasing regularity when I visit shows. Starting with backscenes, in my opinion the only thing worse than a poorly painted or grubby effort is in not providing this feature at all, seemingly a growing trend?

ABOVE: Two generations of heavy goods 2-8-0s plod along the main line. 'WD' No. 90152 has the extra fire iron tunnel along the running plate fitted by the WR.

RIGHT: Ex-LMS and LNER locomotives bring an inter-regional flavour to proceedings.

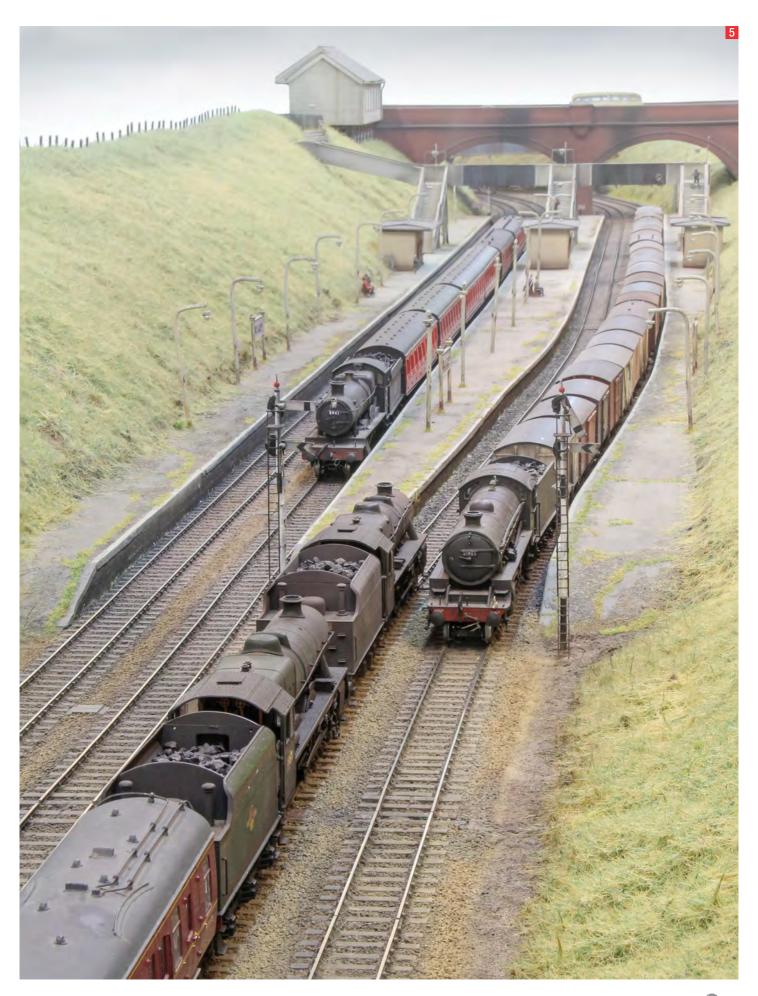
BELOW: 'Dukedog' No. 9011 passes on an SLS railtour.

As far I'm concerned moving trains essentially require a backdrop to rest the eyes against, give perspective and add to the scenic picture. It doesn't require a massive amount of work, even on a large exhibit, to provide this. Equally a fresh coat of paint to liven up a tired backdrop is surely not too much to contemplate prior to exhibiting?

I have been very impressed with the relatively recent idea of photo-montage backscenes recently seen on excellent layouts such as 'Rhyd-y-Clafdy', 'Albion Yard'

Our chosen period allows us to run a pretty mixed bag of stock and liveries as does the location which, whilst primarily WR, hosted visitors from other BR regions on inter-regional and holiday traffic.





AYOUT I BR WESTERN REGION 1955-61 I OO Gauge



ABOVE: Although primarily associated with the GWR, LMS presence, hosting inter-regional expresses such as 'The Devonian', 'Black Five' and a 'Jubilee in charge.

RIGHT: As the 55 minute sequence moves on, more BR Standard types are seen,



such as '9F' No. 92202 heading a lengthy parcels

I enjoy the sense of anticipation, wondering what is going to appear next, perhaps an express belting through behind an immaculate 'Pacific' or a long, slow goods with a dirty 2-8-0 at the business end.

and 'Black Country Blues'. These are, I realise, more expensive to produce, but they can really add to the whole picture when done well. It's certainly a finishing touch our group would be keen to see on any future project we consider.

Whilst on the this topic, we recently replaced all 32ft of backing boards on 'Horfield' with boards 3in higher. It's a slight disadvantage to the shorties in the group (including me) but more than outweighed by the advantage gained by the whole scene now being framed to meet the gantry-suspended full-length lighting boxes.

An average height viewer, say 5ft 10in tall, should see the whole as if in a theatre; I hope that doesn't sound too pretentious! Personally I don't want to be distracted by seeing the rear fiddleyard activities or the operators behind it.

Developing this theme, some in our team (not all!) used to be mildly miffed when curious members of the public wandered around the back to inspect the storage yard arrangement or look at the stock. I understand the point of view that having paid to enter it is reasonable



to expect to see everything - equally some modellers like to examine and question the methods involved. We were, and still are, of course very pleased to interact and discuss but would prefer to do so via the 'front of house'!

When I am watching similar 'tailchasers' I enjoy the sense of anticipation, wondering what is going to appear next, perhaps an express belting through hauled by an immaculate 'Pacific' or a long, slow goods trundling past with a dirty 2-8-0 at the business end?

This is doubtless a throwback to my 1950s spotting days, but I maintain the sense of mystery is a valid attraction and that is why we introduced screens in an attempt to hide all except that we wish to show.

Extreme? Maybe, but again I believe that we all trying to suspend belief when playing trains, perhaps transporting ourselves back to 1970s Scotland or a Cornish branch in pre-war summer days. Anything the builder can do to heighten that sensation should be welcomed.

It is also relevant that operators have a demanding job in the 16 road fiddleyard and it can be pretty awkward

ΙΑΥΝΙΙ

'Horfield' is due to appear at the following shows in 2016:

| February 13/14 Festival of British

Railway Modelling, Doncaster Racecourse

| September 10/11

Swindon Steam Festival, STEAM Museum

October 1/2

Wigan Finescale Exhibition

trying to sustain a conversation whilst keeping the 46 train sequence on course!

OPERATING SEQUENCE

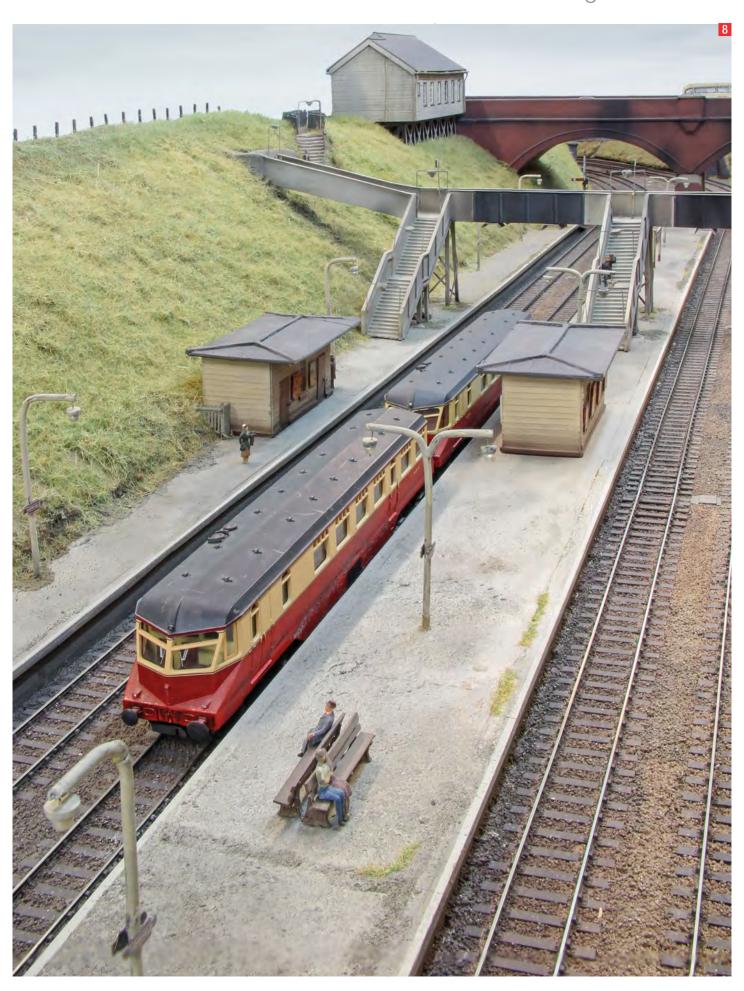
We believe that there's one presentational feature to be seen on 'Horfield' which is unusual on a British model railway. We decided to represent our six-year time window progressing through a 40-odd train sequence lasting around 55 minutes.

It commences in 1955 with a BR lined black 'Hall' and early BR crimson non-gangwayed coaches, followed by the soon-to-be-extinct 'Star' 4-6-0 and '30XX' ROD classes. We move through the late-1950s changes to BR tender emblems and re-introduction of chocolate/cream coach livery before concluding the story with new diesel-hydraulics and a full eight-car 'Blue Pullman'.

We reinforce this spectacle with information panels displayed on purpose-made display boards which also act as crowd barriers. We hope these are useful and informative to visitors and enthusiasts alike.



LAYOUT I BR WESTERN REGION 1955-61 I OO Gauge



Also included as part of our presentation are historical site photographs, published photographs for comparison and brief layout notes, together with locospotters' lists of the motive power on display - these have proved to be popular with all ages!

These latter features are in no way novel of course, and many layouts incorporate similar ideas, but I think all should consider some basic information on their display as programme detail is sometimes sparse (to say the least) and occasionally merely a line or two.

You will also see that rather than the conventional matt black frontage we have framed all fascias in varnished walnut laminate. Again, we feel that improving the appearance and ending the tedious tidying up of paintwork prior to exhibiting is worth the effort.

I am convinced that all these features mentioned contribute to a more interesting exhibit.

HYBRID CONTROL

'Horfield' was built with analogue control, latterly we have converted the Bristol end to Digital Command Control (DCC), primarily to allow double-heading and banking seen on the 1-in-75 incline of the prototype.

I do not wish to discuss the relative 'pros and cons' of this ongoing debate on control methods except to say that apart from the particular benefits we required as noted above, we consider the presentation has been further enhanced by the limited introduction of locomotives fitted with authentic sound and steam/ smoke.

I should conclude by saying that these observations primarily concern presentation, and naturally I accept that the basics of our wonderful hobby; good quality modelling in relation to motive power, rolling stock



LEFT: A pair of ex-GWR diesel railcars call with a local train to Bristol.

ABOVE: 'Letters of thanks, letters from banks. Letters of joy from the girl and the boy'. A 'Britannia' heads north with a TPO set.

BFI OW: An immaculate No. 7018 Drysllwyn Castle races by with 'The Bristolian' - by now formed of Mk 1 stock in WR chocolate/cream.

and attention to detail when constructing buildings or installing track and scenery remain paramount. They must still be the primary considerations - after essential reliable running - when contemplating any venture into exhibiting.

The old saying that "those in glass houses shouldn't throw stones" reminds me that I should again state that we do not consider 'Horfield' to be anything extraordinary, not bearing comparison with the very best of past or present - but what we have sought to achieve is presented in the best possible light.

Perhaps readers who are frequent exhibitors or visitors may like to offer their thoughts on presentation with further suggestions on how we can all improve this aspect of the whole exhibition experience?



LAYOUT I BR WESTERN REGION 1955-61 I OO Gauge



ABOVE: By the end of the sequence, diesel-hydraulics and BR railcars have taken over many workings. A 'Hymek' roars through as a suburban DMU makes a scheduled stop.

RIGHT: From 1958, 'Warships' started to replace 'Castles' on WR expresses. D801 *Vanguard* heads west with an interregional train, passing an eastbound 'Blue Pullman'.



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PART TWO

ILLUMINATE YOUR CARD KIT

Phil Parker shows how to add working lights to your free **BRM** card kit and other models.

SHOPPING

WOODLAND SCENICS
 'JUST PLUG'
 I WJP5772
 UK Power supply
 I WJP5700
 Lights and Hub set
 I WJP5725
 Auxiliary Switch
 All items available

from Bachmann/WS

stockists.

fter painstakingly cutting out all the windows in the BRM card kit and adding the roof, it seemed sensible to add lights to the inside. After all, real buildings have lights and adding them to models is becoming more and more popular.

Many systems are available, but I used the latest 'Just Plug' system from Woodland Scenics, kindly supplied by Bachmann. This is a well thought out, flexible and most importantly, easy-to-use system. Everything is pre-wired so with a little planning then plugging the

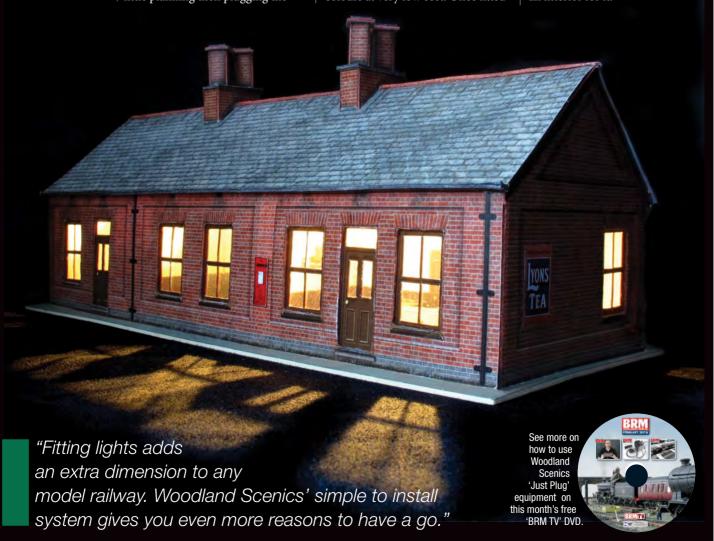
components together, all is done. If soldering isn't for you, it's a dream come true.

Twenty years ago, most methods of adding miniature lights used 'grain of wheat' bulbs - tiny incandescent lights that run on 12v DC. Most people ran them on a lower voltage as this reduced the brightness and increased the lifespan of the bulb.

Today, we use Light Emitting Diodes (LEDs) that require less current and typically a lower voltage. They last for years and are available in different sizes and colours at very low cost. Once fitted there's no need to allow for access to change them, nor to let heat escape as they don't generate any.

When fitting an LED you'll need a DC power supply and if it's greater than the voltage of the LED, you'll need a resistor to reduce the voltage to a safe level and avoid damage. Observe the polarities too as getting the wires reversed will also cause damage.

The Woodland Scenics kit takes care of this problem. With the lights on, it's obvious that the building is empty, so next month, we'll make an interior for it.





The 'Just Plug' lighting system centres around a hub box. Power from a transformer is fed in and lights plug into the back. Controls allow each LED to be switched on/off or dimmed.



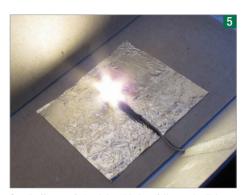
You need a separate auxiliary switch to turn the LEDs on and off. This plugs into the control socket in place of the blanking wire which I've removed. I understand a DCC control interface will also be offered soon.



LEDs are available in different colours and sizes. Left is a yellow-coloured 'nano' next to a larger 'cool white' self-adhesive light. Both are pre-wired with 2ft of cable and both 'just plug' into the hub.



In our card kit I'm fitting a pair of warm white LEDs to the roof. With the dimmer set to half power, they provide plenty of light for our building.



Small off-cuts of aluminium kitchen foil stop the light glowing directly through the roof of the building. The wires are secured to the sides with masking tape.



Now lit, you can see the difference that it makes to the model. It gives it atmosphere and now looks like there is some activity occuring.

how lighting adds atmosphere



This atmospheric scene is helped by the warm glow through the signalbox windows. Signalboxes are good candidates for lighting because of the amount of glazing.



Lights aren't just for buildings. This HO scale VW van from Brekina is pre-wired with both head and tail lights. It creates an effective diorama in low lighting conditions.



This food van is a welcome sight for hungry workers in the morning. All you need is a warm yellow LED, carefully placed inside and connect it to the 'Just Plug' system.



As featured in the May 2015 issue of BRM, James Makin's service station is brought to life with lights. Note the different colour temperatures used throughout.

I ask the expert

I'm having problems with light showing through the walls of my card buildings. Is there an easy fix?

Model walls aren't as opaque as we might A like. Even thick resin-walled models can glow when you illuminate the interior, so those made of cardboard or plastic are guaranteed to be a problem. To solve this, a coat of paint inside the model blocks some of the light, but even this won't always cure the problem. If you add aluminium foil scavenged from the kitchen it's an excellent light stop, and the reflections boost the effects of your LEDs.







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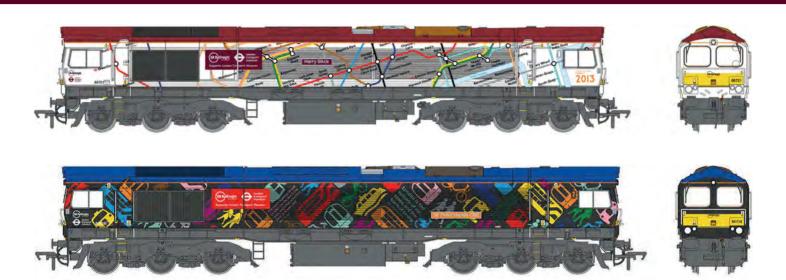
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London Transport Museum announces two new Bachmann Class 66 diesel locomotives

66718 Sir Peter Hendy and 66721 Harry Beck



London Transport Museum in association with Bachmann Europe plc announces two exclusive new Electro-Motive Diesel Inc. Type JT42CWR Class 66 diesel locomotive models due for release during Summer 2016.

To mark the 150th anniversary of the London Underground in 2013, and to celebrate GB Railfreight's partnership with London Transport Museum, two Class 66 locomotives with new liveries and names were dedicated to the former Transport for London Commissioner, Sir Peter Hendy CBE (No. 66718), and Harry Beck (No. 66721), the designer of the 1930's diagrammatic Tube map.

Both models are to 1:76 (OO) scale.



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BEAT BRASS KIT PROBLEMS

Many of us have ambitions to build kits, but are deterred by their complexity and the time needed to do it well. Michael Russell explains how he overcame some common obstacles on the way to building a tiny GWR 0-4-0ST.

SHOPPING LIST

I Agenoria Models 7mm:1ft scale Avonside SS Class 0-4-0ST. £160.00

TOOLS/ADHESIVES

- I Soldering Iron
- I Solder
- I Tin snips
- I Craft knife
- I Files (various sizes)

CONTACTS

AGENORIA MODELS

T 01514 748 080 W www.agenoriaOgauge.

his two-part article will show you some of the issues that arose and lessons I learned when building my first O gauge brass model. Although I have built numerous small brass fittings before, I had never tackled a complete brass locomotive kit of this scale and magnitude. While visiting a Gauge O Guild show I succumbed to the charms of the Agenoria range and bought the Avonside 'SS' 0-4-0 saddle tank shown here. I then visited Didcot Railway Centre to see the original, No. 1340 Trojan, which was absorbed by the GWR from the Alexandra Docks & Railway Company in Newport.

Sadly Agenoria has just discontinued this and all its other 7mm scale brass kits, but some stocks may still be available from the company's stand at exhibitions. They are also available ready-built and painted to order. But, the 'tweaks' shown here are applicable to almost any brass kit you'll come across.

Rather than go through all the construction steps which are covered by the manufacturer's instructions, I've tried to look at areas where novice kit-builders often struggle. Some problems lead to frustration and often to kits being abandoned.

Beginners are often put off by projects like this, concerned about how long they take and their complexity. I was certainly in this category; so do what I did and find a mentor! There's bound to be someone at your local model railway club who would be more than willing to offer advice. If not, visit one of the larger model

railway exhibitions and talk to the demonstrators, some of whom are bound to be building brass kits.

Experienced kit-builder Tony Wright will be attending the Festival of British Railway Modelling at Doncaster Racecourse on February 13/14 to answer questions and display some of his recent work.

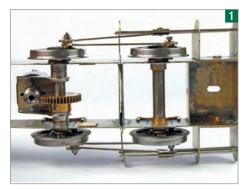
I would like to thank locomotive builder extraordinaire Graham Binns for his invaluable help and advice. He built a 'Duchess', a 'Black Five' and a '2P' in the time it took me to build this! Also to Didcot Railway Centre, who were so obliging when it came to photographing *Trojan*. ■





"Rather than go through all the construction steps, which are covered by the manufacturers' instruction in any case, I've tried to look at areas where novice kit-builders often struggle. Problems lead to frustration and often to a kit being abandoned part-way through."

PRACTICAL BRM | KITBUILDING | O Gauge



I fitted the wheels temporarily to check for smooth running. At this stage, the nuts are not soldered, so work over a tray to catch any bits. Investigate and correct any tight spots, but leave some slack to cope with imperfections in your build.



There was insufficient side play between the connecting rods and crossheads and so I removed material from the reverse using a milling cutter held in a rotary tool (top). The lower component is unmodified.



Note the lateral movement needed for the connecting rods to meet the wheels. Ensure that the crossheads are slack on the slidebars. They should move from one end to the other under the force of gravity when inverted.



Brake rigging needs to be added to the chassis before painting. Assemble with the wheels in place so that you can line the brake blocks up. Ensure that the brakes and rigging don't touch the wheels and cause a short circuit.



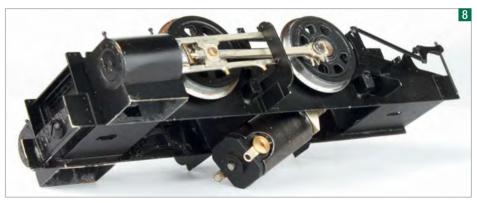
Brass pick-ups rub on the back of the wheels as I wanted them to be unobtrusive. They're soldered to blocks of paxolin soldered to the frames. I found that plunger pick-ups caused enormous drag and weren't hidden by the small wheels.



The Slater's wheels needed modifying to look like the prototype - brass overlays are provided. When fitted, it was obvious that the spokes showed through the gaps and I decided that I couldn't live with this.



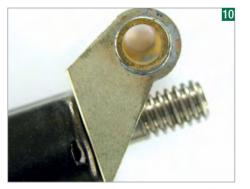
I pared away the offending spokes with a knife and soldered brass replacements onto the overlays. The overlays were glued into position with epoxy resin. Gaps were filled later with black Milliput. The result is worth the effort.



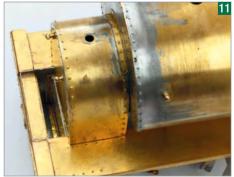
Once all the parts have been test fitted and the chassis given a shakedown, disassemble and paint the wheels and chassis separately. Then reassemble and solder the motion retaining nuts in place. Notice the boxed in brake hanger brackets and detailing added to the cylinders and slidebars.



The Mashima motor has a double-ended shaft. One end needs removing so that it will fit into the firebox. I did this with a carborundum cutting disc in a rotary tool. Afterwards I turned the motor on its own to check that all was well.



I soldered top hat bearings into the gear housing to hold it in place on the axle. The housing does not allow enough clearance between the gear and the worm. I fixed this by reaming the holes out and soldering bearings at one end.



The kit doesn't match the GWR prototype in that there should be a gap between the rear of the front bufferbeam and the smokebox - I modelled the correct form on the model.

I'll look at finishing off using the small detail parts and how to prepare your model properly for painting.



This was achieved by cutting back the crossmember and soldering in some spare sprue to represent the back of the bufferbeam. I strengthened the chassis by adding extra stretchers either side of the motion brackets.



I wanted to model Trojan in industrial guise, so scratchbuilt some cabside shutters. The hinge straps were too delicate to add the rivets using a rivet tool. Instead, I drilled on the reverse and stopped just before it reached the other side.



The kit lacks the left-hand coal bunker and boxed section on the right of the cab. I fabricated these from brass sheet. Notice the curved sheet on the bunker designed to stop coal falling in the space between the boiler and the bunker.



The boiler backhead detailing provided was crude so I scratchbuilt my own using spare materials and parts from the scrapbox. Handwheels were fitted in place after painting, as was the cab backsheet.



There were a few whitemetal items in the kit, but I discovered they could be soldered in place using 145 degree solder. Ensure that the iron only touches the brass and add a small amount of solder at a time working around the object.



Any excess solder was cleaned off using brass wire brushes of various forms held in a rotary power tool, such as the one provided with recent BRM subscription



DETAIL A FARISH DELTIC

The latest Graham Farish 'Deltic' is super-detailed and repainted as an early-1980s celebrity machine by Nigel Burkin.

SHOPPING UST

DETAILING PARTS

I Shawplan 55002 nameplates I Shawplan Class 50 detailing pack I Markits MnDAH-n2 2mm scale air horns I Replica Railways RTDB211 D-number transfers

PAINTS/ADHESIVES

I Phoenix Precision P101 BR green I Phoenix Precision P134 Signal Yellow I Satin varnish I White paint I Railmatch roof dirt and frame dirt I Cyano-acrylate (CA) adhesive

• TOOLS/MATERIALS

I Pin vice 10.45mm to 1mm drill bits I Splinter tweezers Grade 1200 wet-and-dry I Needle files I Craft knife and new blades I 1mm styrene rod I 20thou styrene card (an off-cut) I Low tack masking tape

CONTACTS

SHAWPLAN

I Printer paper

A 2 Upper Dunstead Road Langley Mill, Nottingham, NG16 4GR **T** 01773 718648 W www.shawplan.com

REPLICA RAILWAYS

A Unit 46 BSS House, Cheney Manor, Swindon, SN2 2PJ T 01793 642594 W www.replicarailways.

raham Farish released an all-new Class 55 'Deltic' in 2014, bringing it completely up-to-date with a high quality mechanism, fine tooling and accurate body shape. Three versions were offered, including D9002 in 1960s two-tone green with small yellow warning panel (371-286).

As we know, the same locomotive regained two-tone green in 1980 making this model the perfect basis for an updating project with minimal painting. At a push, the project could be completed without resorting to an airbrush and would make a great project for a newcomer to N gauge super-detailing.

Bringing the model up to 1981 condition is one of those satisfying but undemanding projects that can be completed in a matter of days, especially if acrylic paints are used.

'KOYLI' retained its TOPS numbers when repainted in 1980, although the numerals were in keeping with the 1960s livery necessitating the use of D-style numerals from Replica Railways rub-on sheet RTDB211.

The main change was painting the bonnet fronts in pre-1984 warning panel yellow. I masked the main body section as carefully as possible with fine low-tack masking tape before applying warning panel yellow paint with an airbrush.

Work on the underframe was straightforward and comprised painting the fuel tanks black and fitting bufferbeam detail to one end using the parts supplied by Graham Farish. CA glue was used in tiny quantities for this task by placing a small drop on a piece of foil and transferring it to the model on the end of a piece of 0.45mm brass wire.

Use reference photographs to ensure you fit the correct brake hoses and remember that by 1980 'KOYLI' was fitted with Electric Train Supply (ETS). The repainted bonnet front was detailed with ETS equipment using a scrap of 10thou styrene and a tiny piece of 1mm half round strip. Orange paint completes the picture. When the body is joined with the chassis, a piece of 0.3mm diameter brass wire will be fitted to represent the cable.

The headcode panel covers are not complete without marker light lenses. I cut a short length of 1mm diameter optic fire light and polished the flat end with abrasive paper before securing it with a spot of CA glue applied from the inside of the body. The guide should be cut to length on the inside to allow the headcode panel light guide assembly to be refitted. The tail light guides are reinstated as before.

It fits only a short period of BR operation, but is a satisfying project and at very little cost in materials and components. The same materials together with a Ratio headlight moulding could be used to model 55022 Royal Scots Grey in late-1990s main line condition. If you are yet to try a conversion or detailing project on an N gauge model, this should give you an idea of how to keep it straightforward.

"Bringing the model up to 1981 condition is one of those satisfying but undernanding projects that can be completed in a matter of days, especially if acrylic paints are used."



■I BACK STORY 55002 'KOYLI'

Withdrawn at the end of December 1981 (or January 2 1982, depending on the source consulted), 55002 The King's Own Yorkshire Light Infantry (or 'KOYLI' for short) was one of six Class 55s fortunate enough to escape the cutting torch. 'KOYLI' was secured for the nation in 1980 and remains part of the National Collection today. The event was commemorated with a repaint in BR two-tone green with full yellow ends, making 55002 a 'celebrity' in the final months of the class. It made numerous railtour appearances during 1981 including 'The North Briton' and 'The Deltic Fenman' as well as working normal '55' diagrams on the East Coast Main Line and occasional outings on the Newcastle-Liverpool route.

Despite the livery, other features of the locomotive were far from original including the plated-over headcode panel, Electric

Train Supply equipment, bonnet-mounted air horns and plated cab window quarter lights.

Careful examination of photographs from 1980/81 shows that 'KOYLI' became pretty grimy in everyday use. The usual rain streaking of oil and exhaust deposits can be clearly observed on the sides. The grey roof became very dirty at one stage during 1981. An interesting livery detail was the red bufferbeam and black applied around the buffer shank casings until the locomotive received some livery embellishments in the latter part of 1981. After that, red replaced black on the buffer shanks and white was applied to brake hoses, wheel tyres and bogie springs together with silver on the buffers. At some point in 1981, the axlebox covers were painted yellow with a thin horizontal red line.



PRACTICAL BRM I DETAILING I N Gauge



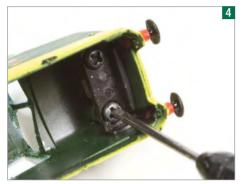
The starting point for this straightforward project is an Era 5 version of the latest Graham Farish Class 55 finished in 1960s BR two-tone green with small yellow warning panels as D9002 (later 55002).



Blanked out cab window quarterlights (A); air horns on bonnet top (B); etched 'plates (C); painting/weathering of bogies and underframe (D); renumbering (E); headcode panel plated over (F) fitting of bufferbeam details (G).



Start the dismantling work by carefully tweaking the clear plastic glazing unit and rear marker light guides out of the bodyshell. A pair of fine-nose tweezers is the ideal tool for the job.



Release the headcode panel light guide and light shield inside each bonnet using a jewellers cross-head screwdriver. Take care to store all the components you remove in a safe place.



A lot of care is needed to remove the front of the headcode panel without damaging the moulded frame. Again, a very fine pair of tweezers is the best tool to



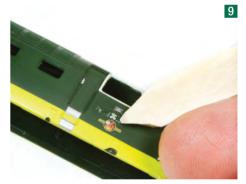
A piece of 20thou styrene cut to fit is inserted as a support for the new etched covers. Modified Shawplan Class 50 covers are needed as no bespoke Class 55 component is currently produced.



The etched covers are fitted with a spot of CA glue and carefully rubbed down with fine abrasive paper. Marker light positions were carefully drilled through for the fitting of optic fibre light guides.



Securing brass horns on the curved bonnet top is awkward so fix the rear of each horn to the cab windowframe. Plastic horns might look better, given that the brass ones appear slightly over-size.



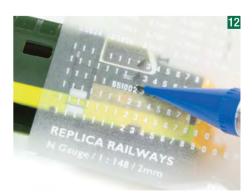
After carefully abrading the printed numbers away with the edge of a stirring stick without damaging the underlying paint, new ones are applied using masking tape as a guide.



With modifications completed, the bodyshell is cleaned of any grease and dust and masked for the application of warning panel yellow paint to each nose end.



I'm using Replica Railways rub-on transfers. Sheet RTDB211 has a large proportion of the figure 5 compared to other numerals which allows room to make the odd mistake or two during application.



Use a piece of masking tape to help apply the digits straight and level and rub them into place with a propelling pencil. Mistakes are easily corrected by rubbing the numeral off the model.



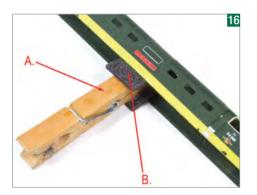
Fit etched nameplates after the printed ones have been rubbed off using the same technique as for the numbers. Any tags were tidied up before the 'plates were applied with a tiny spot of gloss varnish.



Another modification required for a 1980s look is to paint over to the cabside window moulding to represent the plated quarterlights (see arrows).



A dab of white paint finishes off the glazing and a blob of green will blend in the new horns. If speed is important, acrylic paint could be used. Apply a thin coat of satin varnish before weathering.



Handling the bodyshell is made easier with a wooden clothes peg (A) with its spring weakened a little and fitted with pads of track underlay foam (B).



Weathering consists primarily of a very thin wash of diluted dirty black paint, followed by some light airbrushing of the exhaust deposits on the roof.



Brake hoses and details supplied with the model are fitted to holes in the bufferbeam using tiny spots of CA glue. The chassis is weathered with a dusting of frame dirt paint.

get the weathered look

N gauge models really need a light touch when it comes to weathering. What looks filthy on full size locomotives often translates into a poor finish in this small scale. Paint doesn't scale and that becomes all the more noticeable in N.

The body, without glazing, is first toned down with a wash of thinned roof dirt colour. When using washes, avoid flooding the model and allow the thinned paint to pool on the surface of the body, yet allow enough to run into seam lines and detail to create depth to the model's appearance. Use a soft flat brush to gently streak the thinned paint on the sides in a downwards direction as if rain has caught the exhaust dirt and run it down the sides. A touch of frame dirt, thinned to the same level as the roof dirt can be used sparingly to introduce a little colour variation towards the tumblehome.

That is as far as I'm going with paint washes. The underframe, bufferbeam and bogies are gently sprayed with frame dirt. The same could be very lightly dusted to the tumblehome area if desired.

Once dry, the fuel tanks are streaked with roof dirt to represent fuel and oil spillage. The same colour is sparingly applied to the roof with an airbrush to represent exhaust dirt. Care is taken not to make the model look too dirty - less is more in this case. Dry-brushing of roof dirt to some of

the grille detail brings it out very nicely indeed. The same is done to the brake hose detail and buffer faces. Oily steel colour can be used to represent areas of wear such as bogie footsteps, applied using dry brushing technique.

It may be necessary to apply another thin coat of varnish to the bodyshell to protect the weathering paint. After that, leave everything to dry for a couple of days before handling again.

Glazing should be refitted using sparing amounts of solvent cement. Another technique is to use enamel gloss varnish or, if there is the risk of it seeping from around the edge of the glazing, try satin or matt finish varnish.

Painting and weathering N gauge models is challenging at the best of times. Paint particles are the same size regardless of the scale of the model, so care is needed to avoid overdoing the weathering and a 'grainy' appearance. Exhaust carbons are sprayed on the central roof panel (A); warning panel yellow to the bonnet front (B) which was left relatively untreated with grime; frame dirt to the bogies (C); oily grime to the fuel tanks (D) together with oily grime streaking to the sides (E).

KIRKWOOL

As a former employee of Doncaster Works, John Medley was set on modelling the West Riding area of Yorkshire. His layout recalls the days immediately before the diesels arrived.



See 'Kirkwood' operating on this month's free 'BRM TV' DVD and digital edition.



AYOUT I BR EASTERN REGION 1956/57 I O Gauge



fter 42 years of modelling European and American prototypes I decided in 2006 that it was time to concentrate my efforts towards homegrown subjects. I worked at Doncaster Works for 27 years until privatisation and felt a strong connection with its past products. A few books came into my possession which paid attention to the ex-Great Northern Railway lines in the West Riding of Yorkshire. It's an area which is seldom modelled, but it boasted an array of industries and serious civil engineering to help the railway overcome the hilly terrain.

The West Riding was home to the British wool trade; its products were sold worldwide at the time, so there were large mills in most towns and cities. There were also many businesses allied to this industry; dye works, wool waste companies, chemical producers and of course, massive requirements for coal as the main energy source, supplied by local collieries. In addition to frequent passenger services these industries generated huge amounts of goods traffic.

FACT FILE SCALE/GAUGE 7mm:1ft scale, 32mm gauge O DIMENSIONS 16ft by 2ft 4in I ERA 1956/57 REGION/LOCATION Eastern Region, Yorkshire LAYOUT TYPE End-to-end POWER/CONTROL Lenz DCC PHOTOGRAPHS

Andy York

'Kirkwood' is based on the route from Wakefield Westgate to Bradford Exchange via Dewsbury and Batley. I've set it in the late-1950s, so in addition to local passenger services, there are also through coaches from Bradford Exchange to Kings Cross which join or leave the Leeds portion at Wakefield Westgate. The period chosen is two weeks before local services were handed over to Metro-Cammell two-car DMUs. These had to have both cars powered to deal with the fierce gradients along the line. Bradford's ex-GN shed has closed and the remaining locomotives have been transferred to the ex-Lancashire & Yorkshire Railway shed at Low Moor. This means that ex-LMS types show up occasionally too.

The small but adequate freight facilities at Kirkwood are constantly kept busy with small shipments of goods. None of the stations on the line have a permanent shunting locomotive assigned, shunting operations being performed by pick-up goods locomotives usually based at Bradford or Ardsley and drawn mainly from ex-LNER and GNR types.





scratchbuilt Great Northern Railway signalbox, complete with interior detail

LEFT: GNR 'N1' 0-6-2Ts were synonymous with local passenger trains on the company's West Riding lines until diesel railcars were introduced in the late-1950s.

BELOW: Fairburn 2-6-4T No. 42108 represents a much more modern tank design, seen in the area until the end of steam in 1967.

ask the expert



Can you fit sound in large locomotives without spending a fortune?

I use SoundTraxx DSX sound decoders in parallel with a Lenz control decoder. This means that if either decides not to work, the cost of a replacement is minimised. A friend found a source of these decoders online and at one time we were paying as little as £25 for them. The SoundTraxx 'British L1 tank' decoder has the same combination of a 2-cylinder locomotive with LNER whistle and subject to the type of speaker used and its placement in the locomotive, different levels

of exhaust sound can be achieved. The sounds add a vital missing element and are well received at exhibitions. Our Fairburn 2-6-4T (below) has an ESU Loksound decoder which handles sound and control functions and is realistic although considerably more expensive at more than double the cost of the Lenz/ SoundTraxx combination. Whilst I have both the pushbutton LH100 controllers and the LH90 rotary types, I have found that on an end-to-end layout with a lot of shunting, the LH90 is more effective.



LAYOUT STRUCTURE

I don't have anywhere to keep the layout in its assembled state, so it's stored and assembled at the clubroom in Doncaster when required. This is kept to a minimum as space is limited, but it's a good facility and one of the benefits of being a club member.

The trackwork is Peco with bullhead rail and I've found this to be the most satisfactory solution. It looks good once ballasted with rails painted a rust colour. I glued it over 1/8 in cork sheet underlay, which was glued to the baseboard surface. At baseboard joints, the rail ends are soldered to brass screws which give a solid and stable alignment and protect them when the boards are moved. When the layout visits shows, a 6mm MDF

> It's an area which is seldom modelled but full of railway interest. It boasted an array of industries and some serious civil engineering help the railway overcome the hilly terrain.

LAYOUT I BR EASTERN REGION 1956/57 I O Gauge





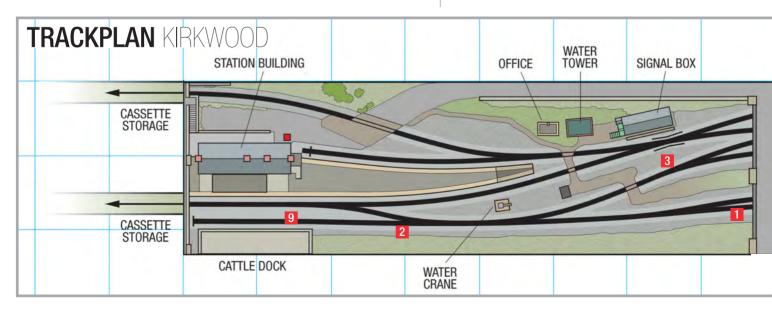
ABOVE: No Yorkshire layout of the BR era would be complete without a 'WD' 2-8-0. No. 90156 clanks through with a short goods.

LEFT: Kirkwood's goods yard remains busy and is served by a daily pick-up goods hauled by Bradford or Ardsley-based 0-6-0s.

piece is screwed over the board ends to protect the track and scenery. The points are operated by the excellent Tortoise point motors. These are slow moving machines which are quite expensive but reliable.

YORKSHIRE WOOLLEN DISTRICT

I wanted the scenery to portray the dirty smoke-filled atmosphere of a Yorkshire woollen mill town and I've tried to replicate that wherever possible. Most of the buildings and retaining walls are made from thin plywood or MDF and are covered with Slater's stone embossed Plastikard. The station building is based





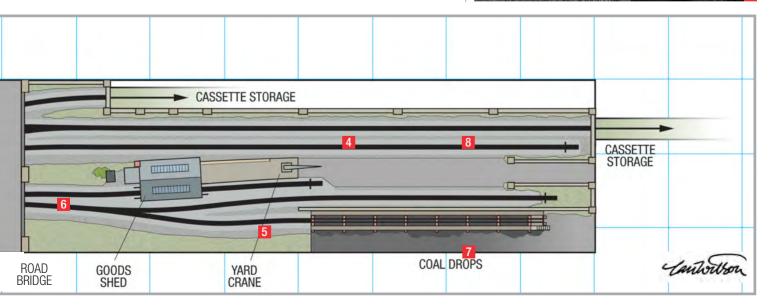
loosely on the one that stood at Tingley, whereas the goods shed is vaguely similar to that at Stanley on the Methley Joint Line. The water tower is a freelance design, but it tries to follow the same generic looks. The signalbox is pure GN and is the only card kit I possess.

Track is ballasted with a variety of granite chippings from a few different sources and dummy point rodding is in place for those that would have been operated from the signalbox. Dummy hand levers are used for the yard points. The road bridges at either end of the layout are made from MDF or thin plywood and are covered with Slater's stone embossed Plastikard. They're intended

ABOVE: Another class inextricably linked with the West Riding is Gresley's distinctive 'J50' 0-6-0T, seen here shunting the goods yard.

RIGHT: A BR 16t mineral wagon sits over the coal drops, typical of the type seen across the region.





AYOUT I BR EASTERN REGION 1956/57 I O Gauge



mainly as a scenic break. The heavy plate girder bridge in the middle of the layout carries the Dewsbury Road and is made entirely from Plastikard.

DIGITAL OPERATION

I planned for 'Kirkwood' to have sound from the start. The trains are operated by a Lenz DCC system which I've found to be excellent. I first took the DCC route in 2003 whilst working in a model shop. I installed the system on my O scale American layout 'Piedmont Lines' which was shown at Alexandra Palace in 2006. I was converted, not by the simplicity of the wiring -I've never had a problem with that - but because it gave me the opportunity to install realistic sound.

I think that when building a layout based on a particular area every effort should be made to ensure that the locomotives and rolling stock are accurate. They should be drawn from those that were allocated to local depots. Many books are available to confirm allocations, but there were also those types that were sent to work out their last few weeks without being officially transferred. This is where memory has to be relied upon - I hope my fleet illustrates this point.

My earlier-built locomotives have Slater's plunger pick-ups, but after the Peterborough show in 2010 erratic running occurred because of dirt behind the driving wheels. Continuous cleaning became the order of the day but it was quite difficult to effectively clean the plungers. This resulted in a change of plan when

ABOVE: Local industries relied on regular deliveries of coal. A Robinson 04 2-8-0 heads back to the colliery with a train of empties.

RIGHT: 'B1' No. 61110 snakes into the platform with a through portion formed of Thompson and BR Mk 1

I was building the Great Central 'O4' 2-8-0 and instead of plungers l fitted brass wires to wipe on the wheel treads which I hope will be better as they clean the wheel treads when ion use.

It was my initial intention that three-link and screw couplings would be used except on main line coaches that would have buckeyes, as per the prototype. It soon became clear that something less labour intensive would be needed. I had seen the superb 'Vine Street' several times and was impressed with the operation. It wasn't until I spent a lengthy period at the first Peterborough show that I noticed that it only used Kadee couplings. Having used these for many years on my American layout I had no qualms about changing over. They've made shunting a pleasure without having to use hands. It's been an enjoyable project from start to finish for myself and my fellow club members. I'm satisfied that I've achieved what I set out to do and that it looks the part. Like every project, I've learnt much along the way, about modelling and the railways of West Yorkshire.

I wanted the scenery to portray the dirty, smoke-filled atmosphere of a 1950s Yorkshire woollen mill town and I've tried to replicate that wherever possible on the buildings, landscape and rolling stock.



HOW TO

MAKE A DISPLAY CABINET

Phil Parker builds a custom case to store models and keep them dust-free.

hat do you do with your models when they aren't running on the layout? Keeping them in boxes hidden away in a cupboard seems a shame when you've invested so much time and money in buying, building and detailing them. We all have locomotives and rolling stock that we're proud of and want to enjoy. A well-made display case is a good way to view a collection and keep dust at bay.

Several firms supply excellent quality dust-free display cases, such as Picture Pride, but construction of your own bespoke unit isn't out of reach to the average DIY enthusiast. Producing a nice looking case for myself could be a quite a challenge, but when I spotted some deep display frames in my local Hobbycraft store, I wondered if they could be modified. The hardest part - making the front - was done, so could I extend the back?

After taking the frame apart I realised that by replacing the inner frame with a deeper section of wood from a DIY store I could provide enough depth for a rolling stock display. I decided that my case should accommodate O gauge stock, so the shelves are 70mm wide. If you want to display OO gauge models only, a 48mm wide strip is enough. The shelves are set 120mm apart, but reducing them allows an extra shelf for smaller scales.

As delivered, the frame and wood strip are unpainted and unvarnished, so to give a brighter look inside and protect the wood I gave it all a good coat of bright white emulsion. Almost everyone will have a tin of that somewhere around the house, so it shouldn't add to the cost of the project. If not, it'll always come in handy for household DIY somewhere else!

The finished case looks great and provides somewhere nice and dustproof to show off a few cherished models.



This deep box frame is designed for collectors to show off shells and other similar memorabilia. It measures 400mm square and 24mm deep, so you might squeeze N gauge stock inside, but it's too shallow for anything else.



Holding everything together are these bendable metal tags. They get in the way and are no longer required, so I'm pulling them out of the wood with a pair of pliers. They leave little damage behind as they're not glued.



The original hanger might be strong enough to hold a football shirt, but I don't trust it with my locomotives, especially considering how easily it pulled off. I'll hang the box from a couple of screws in the back.



Taking the case apart is simple and inside is a frame, sheet of glass, inner frame and hardboard backing sheet. The inner frame can be discarded but I'm using everything else for this project. There's little waste.



Using lengths of strip wood 70mm wide and 5mm thick, a new inner frame is made. I'm pinning and gluing the parts together with short lengths of angled wood before painting them with three coats of white emulsion.



The front frame slides over the inner box and is retained with a screw in each side. It allows the front to be released while leaving the box containing the exhibits still fixed to the wall.



"The woodwork is simple enough as I'm only reducing stripwood to length. Just take care to produce accurate right-angled corners - a mitre saw helps."



gadget spot

Self-adhesive LED strips are available from some model railway suppliers and can be powered by 12V supply, 9V battery or a mains transformer. Or see www.ledhut.co.uk



CONTACT

HOBBYCRAFT

T 0330 026 1400 W www.hobbycraft.co.uk

SHOPPING

• TOOLS/MATERIALS

I Hobbycraft pine box frame (ref: 567516)

I 70mm x 5mm wood I Quadrant moulding

I PVA glue

I 15mm pin nails

I Small hammer

I Craft knife

I Emulsion paint I Clear varnish

II ask the expert

How can I make accurate cuts with wood strip, either straight or at an angle?

A cheap mitre saw from your local DIY store is ideal for accurately cutting wood strip. For under £20, this one has been invaluable for making baseboards and all sorts of general DIY. It took me just over an hour to cut all the parts - I've mentioned my lack of woodworking skills in the past. In fact, the most time-consuming job was painting the inside with white emulsion.

S()()(A| HIS ()R

This new series follows Leamington & Warwick Model Railway Society's 2mm scale group as it develops a new exhibition layout from inception to its first public showing - planned for March 2017. Mike Collins sets the scene.

eamington & Warwick Model Railway Society is a thriving club with approximately 70 members and numerous exhibition layouts covering N, 4mm finescale, OO and O gauges. During the past ten years the main N gauge layout, 'Meacham', has been enthusiastically received at shows across the country. However, as is often the case with established exhibits, it is an analogue 12V DC layout with extremely complex wiring that requires an everincreasing amount of maintenance.

Given that most of the team that built 'Meacham' are no longer members, it is hardly surprising that the current group is keen to move from maintaining a layout developed by others to developing something new that reflects their own interests and aspirations whilst adopting more up-to-date technology.

SETTING OBJECTIVES

Discussions about the new layout have been taking place for two years, during which time it was decided to opt for an actual, rather than a fictitious, location. Over the 12 months the N gauge group has grown and to maintain the interest of new members it was essential to share existing experience across the group. Equally, existing members wanted to develop their own skills by tackling things they had not attempted before. Therefore, the group decided it would relish the challenge of building to 2mm finescale standards.

Designed from the start for exhibition, the operation of the layout must keep the watching public interested at all times. On a quiet country branch this might prove difficult to achieve and therefore it was decided that the chosen location would be a block point with facilities allowing two trains to meet and cross. It should also



have a goods facility providing the ability to drop off and shunt wagons.

We decided to consider locations on what is commonly known as the Stratford-upon-Avon & Midland Junction Railway (SMJ), although its name changed frequently during its existence. Originally this line opened as the East & West Junction Railway (EWIR), existed as the 'SMI' from 1909, became part of the LMS in 1923 and was taken over by BR in 1948. Indeed, the 'SMJ' can truly be described as the club's local railway, as it was located within a mile of the clubhouse. After careful consideration we chose Kineton as the focus of the project.

Kineton lies just five miles from the clubhouse and was opened as part of the SMJ's predecessor, the EWJR, in June 1871. A modest little station, it consisted of a good sized ticket hall, a signalbox, goods shed and five sidings that (in addition to regular goods traffic) accommodated the transportation of livestock and coal. With the Warwickshire hunt kennels located less than a mile from the station. Kineton was also home to one of those rare entities known as a 'hound van', and on days when the hunt met, the sidings would be packed with horseboxes.

Kineton closed to passengers in 1952, although goods trains continued until 1963. With the exception of a short section still used by the Ministry of Defence (MoD), all through services were finally withdrawn in 1966. Today the entire location has been redeveloped as a business park, and the only remnant of the original station is the bridge carrying the Kineton to Wellesbourne road over the former railway cutting.

DETAILED RESEARCH

Although several books have been published about the 'SMJ', only a limited amount of information about Kineton could be gathered from them, so more indepth research was required by members in order to provide the level of detail required. Given the range of information required a number of different avenues were pursued, all of which will remain ongoing throughout the project.

Warwickshire County Archives proved to be a useful source of information on the 'SMJ', but much of the data gathered was not as specific to Kineton as we had hoped. It frequently raised more questions than it answered. However, whilst information about the station was limited, we identified a range of useful material that will contribute to our understanding of the social history linked to the site.

For example, at the time the East & West Junction Railway Company purchased the land used for the construction of Kineton station, it was being used for allotments. The pre-building survey, dated 1863, includes a list of over 90 local people who tended those allotments, several of whom have been identified by local residents as being their direct ancestors.

Whilst local archives proved less fruitful than was hoped, one member made numerous visits to both the National Archives at Kew and the British Library and unearthed a wealth of useful information including

LEFT: Photographs of Kineton in BR days are scarce, but on April 24 1955, ex-GWR 'Dukedog' 4-4-0 No. 9015 paused there with the REC's 'South Midlander' railtour. Obscure for most of its life the 'SMJ' became popular for railtours in its later years, even getting a visit from a Southern 'N' 2-6-0 and Bulleid Q1 on another occasion. A.W. CROUGHTON/ RAIL ARCHIVE STEPHENSON

FACT FILE

I SCALE/GAUGE

2mm:1ft scale, 9,42mm gauge 2FS

DIMENSIONS

12ft by 2ft, tapering to 1ft

I ERA

1948-52

REGION/LOCATION

LMR, South Warwickshire

LAYOUT TYPE

End-to-end

I POWER/CONTROL

DCC

I PHOTOGRAPHS

Andy York

PROJECT LAYOUT I KINFTON I 2mm Finescale



timetables, schedules and SMJR staff records. Another valuable source proved to be the SMJ Society (www.smj. me) which has nearly 300 members gathering items of interest as well as written, anecdotal and photographic records, and who contribute to online discussions on a variety of related topics.

As passenger services ceased more than 60 years ago it is not surprising that it has been difficult to locate those with direct experience of the station. However, through an appeal within the local community and by taking a stall at the local farmers' market to stage a display of our research material, a number of leads were turned up, including friends and relatives of people who had worked on the line and at the station. Due to the age of some of our 'sources' we have made a point of recording some of the discussions to preserve their memories for posterity. Whilst much of this information is anecdotal it has added considerably to the local and social history aspect of the project.

OPERATING STANDARDS

The 'SMJ' offers numerous interesting locations for the railway modeller. There are many small local stations, interesting landscapes and geographical features. At various times there have been other historically interesting subjects such as the Edgehill Light Railway and ropeway and a large military ordnance depot with

ABOVE: Attending local events such as farmer's markets and model railway exhibitions has given the team an opportunity to talk to local residents who remember the line or whose families may have worked

an internal railway system extending to over 90 miles. The lady members of our group drew attention to some particularly interesting landscape features including the meanderings of a stream with a railway bridge over a track bridge over the stream. Although not a particularly interesting railway feature, it is an unusual landscape which they expressed a desire to tackle.

From the outset, flexibility was identified as an important characteristic to be considered during the design phase. It was obvious that some may want to work at home to create their own section of the 'SMJ'. Consequently portability, interconnectivity and control had to be defined before construction commenced.

It was concluded that Kineton would be the core of an extendable layout. For most of its length the 'SMJ' was a single line with passing places. Kineton was one of the larger, more interesting station layouts and to provide operational interest it was obvious that the layout would be controlled using DCC and other suitable electronics.

When connecting individual location feature baseboards together, a DCC bus allows for the track power to feed through the length of the display while individual location features such as point switching and signalling will be independent of the main control system. A standard baseboard end was clearly required and this and the method of operation led to an investigation of European FREMO standards for interconnection of baseboards. An order for the manufacture of the baseboards has been placed with a supplier with access to laser cutting technology using a modified design for the accurate replication baseboard ends.

SOCIAL HISTORY

One of the key issues under consideration from the outset was how to ensure that the completed model would provide an enriched viewing experience for the public, both at model railway shows and at local history events. Consequently we plan to be able to include historic material alongside the model, placing Kineton into its historic and social context. Indeed, at some events the model may even be relegated to the 'supporting act'. This approach will enable us to reach out to the broader community, helping the club as a whole to achieve its educational objectives as a registered charity.

As our club has members who rely on wheelchairs, we are all too aware of the problems users have with viewing many displays at model railway shows. Consequently, consideration was given to occasionally displaying Kineton at a wheelchair friendly level (thus also making it more accessible to children). Having purchased legs that can be set at different heights, variable height viewing is now possible, although displaying at a lower level poses additional problems - for example, ensuring that the lighting gantry still fulfils its role when the space between the lights and model is increased.

You will be able to read more about various aspects of the development of Kineton as work progresses, including how we are using prototyping techniques to solve problems encountered before committing track to baseboards.

the concept

- I Create an N gauge model of a 'lost' local station on a long-lost local line
- I Work to 'finescale' standards in order to create a quality exhibition layout facilitating club members to develop their modelling skills
- I Embrace the benefits of DCC and use the latest techniques to build prototypical track, points and signalling systems
- I Work in modular form to facilitate the addition of other locations from along the SMJ route (Burton Dassett, for example, has been started by a member)
- Use standardised baseboard ends that will facilitate connection to other members' lavouts as well as enable attendance at FREMO events
- I Assemble an archive of material that can be displayed alongside the model and which places Kineton station in its full historic and social context.





ABOVE, LEFT AND **BELOW:** Examples of the limited selection of period photographs of Kineton the group has unearthed from various sources.

BACK STORY 'SMJ'

The Stratford-upon-Avon & Midland Junction Railway line ran roughly east to west, crossing and connecting with a number of major lines running south-north. It ran through sparsely populated farming country and was never capable of sustaining itself through its passenger services. In the east it connected with trains to Northampton and London via Blisworth, and then ran through Towcester. Heading west, the next town of any significance was Stratford-upon-Avon where it had its own station just south of the river. It eventually continued to connect with the GWR at Broom Junction.

Goods traffic was more successful, both supporting local agriculture, and also as a through route between the Midlands, Wales and the South West. Once passenger services ceased the platforms were cut back to allow



larger locomotives to pass, local goods traffic faded away, and the line was at its time of greatest commercial success as a through route, largely for mineral trains. Heavy, slow moving coal and ironstone trains to/from South Wales could use the line, freeing up capacity on busier trunk routes. A military depot was built near Kineton during the Second World War, and is still in use, the line from the ex-GWR Leamington-Banbury route at Fenny Compton being retained to serve the depot. We decided to model the line as it was in the final years before closure



PRACTICAL BRM I WAGON BUILDING I 2mm Finescale

A WAGON IN EVERY SCALE

A recent resurgence in wagon kit-building prompted Phil Parker to start this new series of 'how to' articles, tackling common British wagons in different scales.

SHOPPING US

I 2mm Scale Society - BR Diagram 1/108 16t steel mineral wagon Kit & sample of 2FS Easitrac I Fox Transfers FRH2950 16t mineral wagon markings

PAINT/TRANSFERS

I Humbrol 33 and 64

TOOLS

- I Modelling knife
- I Abrasive sticks
- I Needle files (flat & round)
- I Cutting broaches
- I Soldering iron
- I Solder paste
- I Superglue

he building of wagon kits is seeing something of a resurgence at the moment. Several traders tell me they're struggling to keep up with demand. It seems that with the rise of RTR prices, modellers looking for a train to hook up to the latest locomotive are returning to the workbench to build it themselves.

I love assembling wagon kits they don't cost a huge amount but can provide a pleasant few hours entertainment culminating in a model you can be proud of - and something personal that no-one

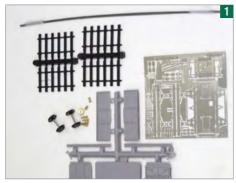
else will have on their layout. But with so many to build, which ones should you look at first?

The main criteria is that your finished model has to be the same scale as your layout, or at least the scale you fancy building the layout in. This gave us a problem - which scale should we try? The answer all of them. This series of articles will look at building standard gauge wagon kits in every scale from 2mm to Gauge 1. We'll try to pick something interesting and show a few techniques along the way so that even if you don't work in the

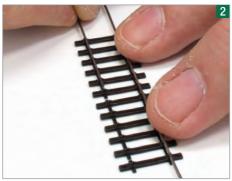
I IS SOLDERING THE ONLY WAY?

Normally when assembling etched parts I'd say yes, but there is nothing in this kit that couldn't be assembled with careful use of good quality superglue. I'd suggest placing a pool of glue on a piece of plastic and picking up drops with a pin to keep the amount on the model to a minimum. Solder has many advantages though. It's quicker to undo a joint if anything goes wrong. The results will also be stronger, but this probably doesn't matter with these etches.





For such a small model, there are lots of parts in six different materials. A length of track for testing and display is included too. Because they're tiny but vital, five axle bearings are included, just in case you lose one!



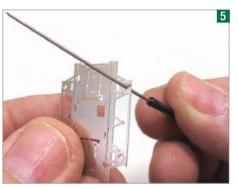
The rail slides into the sleeper base smoothly. The fatter section of the bullhead rail should be at the top. The first rail can be slid in with the sleepers attached to their sprue. For the second, hold them on to a firm surface.



Wagon assembly starts with the body. The mouldings are clean but a dry run is advised to make sure the fit is perfect. Tack the parts together with plastic cement and leave to dry with something to ensure they are perfectly square.



A small amount of work with an abrasive on each side makes the body a perfect fit. Spots of polystyrene cement hold it in place, then liquid solvent is run into the corners from inside the body.



Bearing holes are etched slightly undersize so have to be opened out with a round file or cutting broach so the brass bearing just drops in. The sides are folded along the halfetch lines, then the bearings are soldered place.



Fitting the bearing first makes it harder to grip the sides. Check the chassis is flat by placing it on its back on a mirror. Fit wheels and test on the track to make sure it runs freely. If the axles are tight, pull the chassis sides apart.



Cosmetic sideframes are removed from the etch and folded together, making sure they are aligned. Smearing solder paint between the two parts and heating both with a hot iron makes a clean join.



The brake gear folds up and slots into place. Fill the holes in the baseplate with paste and heat to hold in place. The shoes are close to the wheels, as they should be and I didn't find any problems with binding.



Axleboxes are folded in the same way as the solebars but this time there are three layers. Brake handles are folded and fixed over the central wire. They are handed - notice this side is missing a clutch at the bottom of the lever.



Body and chassis are superglued together. The chassis has to be trimmed to length with a file for best fit. Don't force it or the metal will twist and not all the wheels will sit on the track. Turned brass buffers fit into the holes in the beam.



The wagon is sprayed with Humbrol No. 64 grey and 33 black, both in can format. It would be easy to obscure detail with a thick coat applied by brush. The markings are from Fox Transfers.

PRACTICAL BRM I WAGON BUILDING L2mm Finescale

scale now, you can use them in your own modelling. We're starting small with 2mm finescale.

The 2mm Scale Society offers advice and a comprehensive shop. Amongst its products, it produces a pack containing a simple to assemble, yet sophisticated multimedia kit and a length of the Societies' track system – Easitrac. Don't be fooled by the small size or modest price. The finished wagon has the sort of underframe detail that 20 years ago we'd have been impressed with under a OO wagon.

Obviously the size of the model presents some challenges but nothing insurmountable. I would recommend spray painting it to avoid obscuring fine detail with too heavy a coat of paint. The colours for this wagon are available in rattle cans, so you don't even need to own an airbrush.

I'm sure many people worry that ageing fingers and eyesight

ask the expert

I've never heard of solder paint before. What is it, how does it works and what benefits does it offer over traditional solders?

Solder paint or paste is a liquid flux containing suspended Solder. It appears a dull grey but when heated, the flux boils away and the solder turns a bright silver colour.

Simply paint it where you need to make a join, or between two parts being laminated together and heat. The key to neat soldering is to use the minimum amount of solder required for a good join. For small components, solder paint needs little or no cleaning up

However, for optimum results it's vital to stir your paint thoroughly before use as the solder tends to settle when the tin is stored.

preclude their trying such a tiny model. Don't worry, with this kit, the excellent design of the parts makes construction a joy. If you choose to solder, you'll need to be careful, but using solder paint solves many problems.



 2MM SCALE SOCIETY W www.2mm.org.uk

II WHAT IS 2mm SCALE?



N gauge is 1:148 scale and 2FS is 1:152. Not a huge amount of difference but if you place two models that should be the same size next to each other, the N version will appear



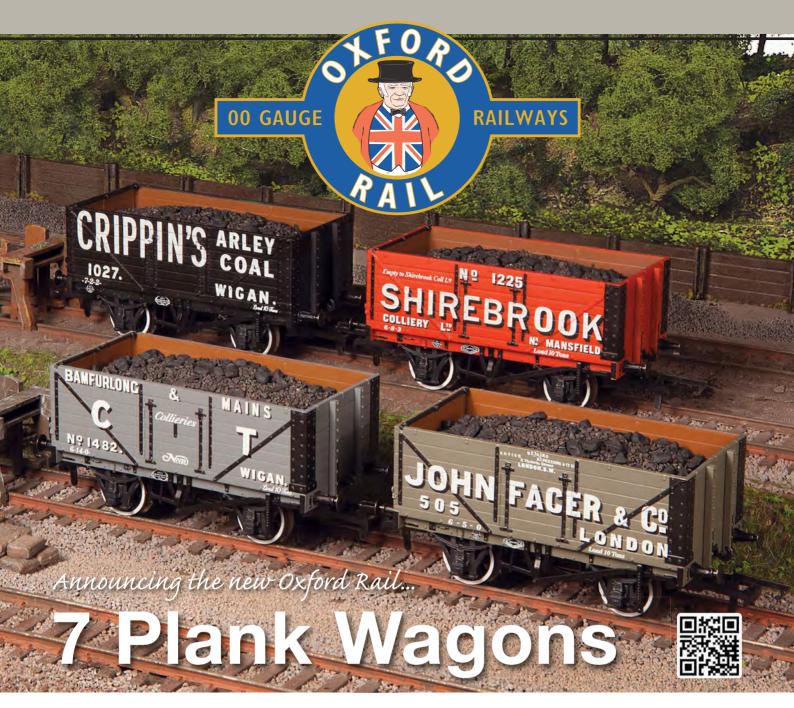
The track gauges are slightly different too. N gauge is 9mm (that's where the N comes from) and 2mm 9.42mm. As you can see, wheel standards are quite a bit different too.

Despite this, there is a quite a lot of cross-fertilisation between the scales. Some N gauge modellers use 2mm scale wheels and there are 2mm scale modellers who have

taken advantage of modern N gauge models and rewheeled them as a quick solution for motive power, The 2FS Society provides drop-in wheelsets for Graham Farish diesels, for example.



Even if you don't think 2mm Finescale is for vou, I'd recommend trying this starter pack just for the fun of it.



- Detailed body and chassis mouldings
- Highly defined livery
- Metal buffers
- Separately fitted components
- Pin point axles
- Metal wheels
- NEM Couplings







In Pursuit of Excellence

GALLERY I DONCASTER 2016 I 20th Anniversary Special



BRM's annual celebration of great model railways reaches a major milestone in 2016. Join us in Doncaster next month for a very special gathering of high-quality layouts.



ESSENTIAL INFO

When: February 13, 0930*-1700, February 14, 0930*-1630 Where: Doncaster Racecourse, Doncaster DN2 6BB

BRM subscribers can book in advance to receive £2 off admission, a free showguide and 30 minutes early entry.

BRM Subs: £7.00 In advance: £8.00

On the door: £9.00, Child (5-16) £4.50, Family (2+3) £27.00

www.model-railway-shows.co.uk

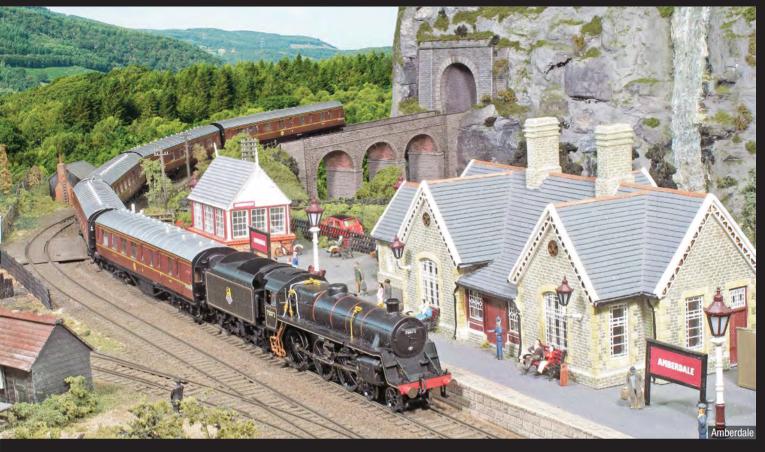
T 0844 581 0816

NOTE: No booking fee applies for e-tickets, but please note that fees apply for tickets delivered by post.

*When you pre-book on www.model-railways-shows.co.uk



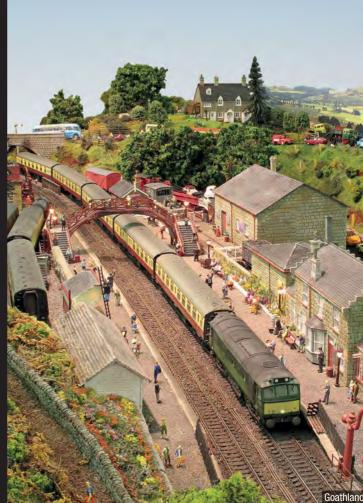












GALLERY I DONCASTER 2016 I 20th Anniversary Special

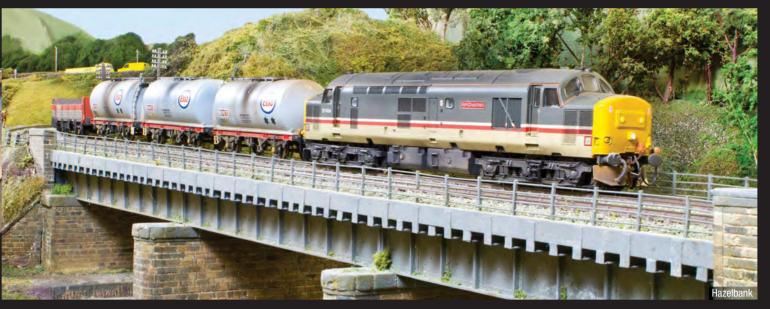














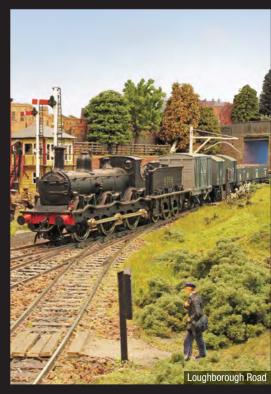


WHERE | DONCASTER RACECOURSE, DN2 6BB WHEN | FEBRUARY 13/14 2016









INSIDE TRACK

NOOKS AND CRANNIES

FINDING SPACE FOR A SMALL LAYOUT

Paul Lunn investigates unusual places to locate a layout around the house.

edicated rooms for railway modelling can be hard to come by, particularly with todays' small houses. I often hear people say they have no room for a layout and my answer is always the same. If you look really look hard you'll always be able find a bit of space, even if somewhat small and a small layout is infinitely better than no layout at all.

I've tried to take advantage of the available space, working into the window recess and stairs for a narrow non-scenic cassette and an operators' chair or stool, recognising the back door is available if the front is partially blocked. The layout height is governed by the height of the window bottom and the most useful step, in this case the fifth, at 40in high. If you're happy with something higher go up a step or two, extending the layout even further. You could model part of a rope-worked incline, perhaps Cromford and High Peak style, at somewhere between 1 in 8 and 1 in 30, partly up the slope of the stairs, for increased running length. The gradient would start immediately left of the window recess and slope upwards in a prototypical fashion. The track plan consists of three sidings into a traditional goods yard, ideal for countryside freight. Alternately, one could interpret the arrangement as a wagon works, or engineers' sidings with buildings removed.

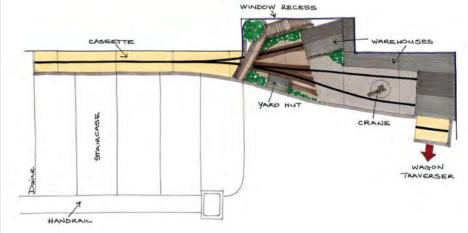


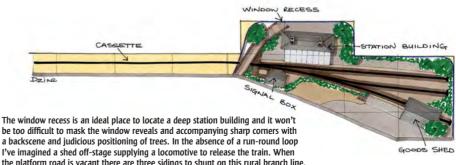
ABOVE: Here's a rarely used space in our household - we store shoes in the up-ended crates and sit on the steps when answering our telephone. It's simple to assess potential without inflicting hardship on others. I start by thinking about how people navigate the area and what's needed to keep a free flow for all users. Then you can identify a potential baseboard size and shape with somewhere for an operator to sit without creating difficulty for others. I'd set the baseboard height so that it rests on the window bottom and continues to the nearest height step on the stairs.



The scene above at the terminus on the Derwent valley light railway is a nice scenario for a small compact layout. A small diesel shunter and a few wagons is all you'll need to get started. Depending on scale, this could be made to fit in a very small space.

The plan below has been calculated on the basis that if you develop an effective plan for O gauge, anything smaller will be easier. With the advent of new, short-wheelbase O gauge locomotives like the Dapol o-6-o 'Terrier' and Class O8 shunter, there's never been a better time for a minimum space layout in this largest of commercially well-supported scales.





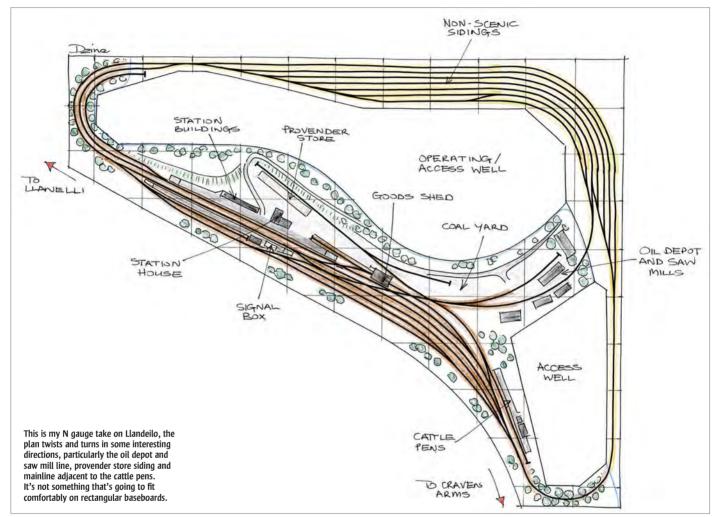
I've imagined a shed off-stage supplying a locomotive to release the train. When the platform road is vacant there are three sidings to shunt on this rural branch line. There are many other locations that can be used with similar trackplans: Isle of Wight, Colonel Stephens lines, freight only with a derelict station or even a preserved railway - the terminus of the Derwent Valley Light Railway Springs to mind.

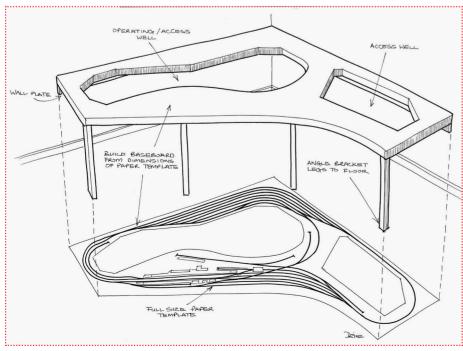
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PAUL A. LUNN'S BI-MONTHLY LAYOUT PLANNING AND DESIGN TUTORIAL



CREATIVE BASEBOARDS





'm sure many of us have made or bought a baseboard to some predetermined size, usually in standard unit widths, with 1 and 2 foot being particular favourites. Having done that, we then progress to fill the space with track and structures. To many it's one of those traditional unquestioned practices – 'We've always done it this way, so let's carry on!' I want you to think about designing your layout first, then build or buy a board that fits it. You'd be surprised how much better it makes the designing process by reversing the proceedure.

LEFT: My suggestion is to map out your trackplan, on lining paper at full size, using templates, pieces of track and so on. You can check how buildings look in relationship to the railway and test train lengths. At the same time, decide where you want to pitch the edge of the baseboard, based on what looks right and meets your needs. You can then project this upwards to the baseboard in the knowledge that what you've made will be an exact copy of what you drew. Carefully lift the plan out from under the baseboard legs, place it on top of the baseboard and use it for plotting the track and scenery.

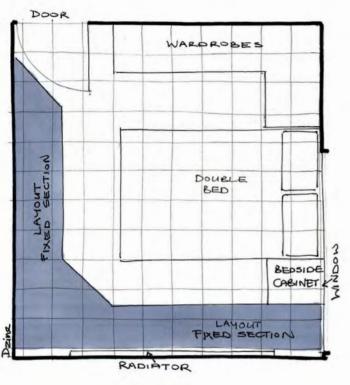


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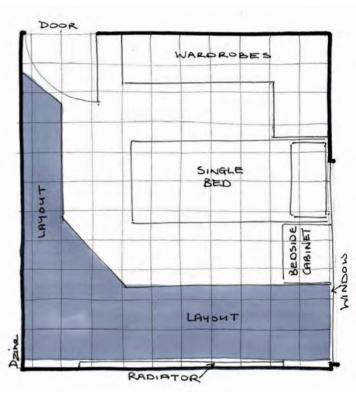
INSIDE TRACK

A MULTI PURPOSE ROOM

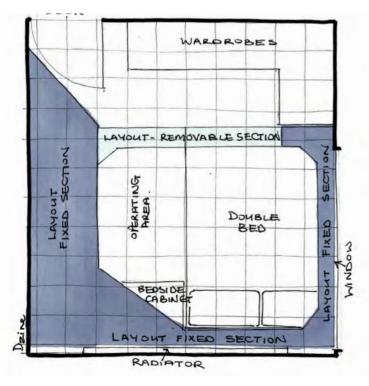
GETTING THE BEST DEAL FOR BOTH



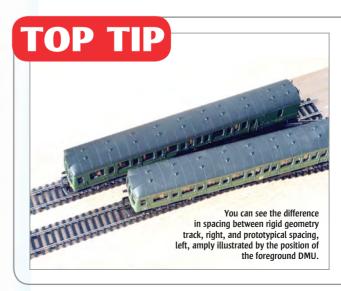
ABOVE: I start by factoring the 'givens', the things you can't change without expending time and money. In this room, these are the fixed 'L' shape wardrobe, radiator (see notes below), door and window. Leaving those things in place, here's the solution for a double bed arrangement. By meeting the bedroom function you're left with space for a narrow, 10' x 9', 'L' shaped layout. The gap between bed and baseboard is equally narrow, but manageable.



ABOVE: Similar to the double bed design but with a single bed, you have more space; wider walkways and a main scenic board. The compromise is in only being able to accommodate one quest at a time. Only you will know your requirement.



LEFT: By changing the position of the double bed you can have a much larger oval layout; comprising of a wide scenic board for your main feature and potentially a double track run around the room. There's a more substantial operating well and when the removable section is stored away, under the main baseboard, you'll have a fairly decent area around two sides of the bed. If there's a weakness with this plan it's in the fact that you have to climb over part of the bed to get to the window side.

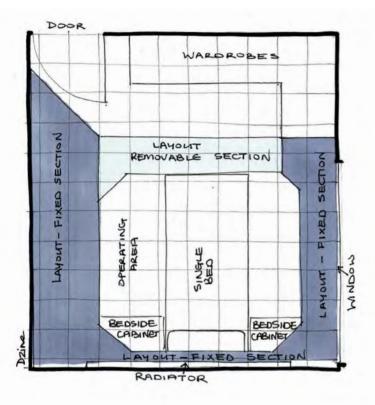


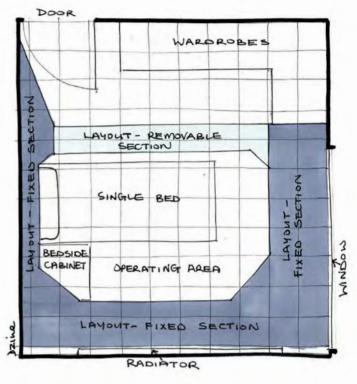
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any of us don't have a dedicated modelling room, the less space available - the greater the problem. Railway modelling is a series of compromises. As a layout designer, it's bad enough trying to squeeze a prototype 'quart' into a modelling 'pint pot', but if you haven't got space for a layout in the first place it would appear that you're snookered. This part is

about sharing a room, with two completely different uses, with potentially conflicting expectations on the part of the principal stakeholders. In this case they're a husband and wife, one wants a guest bedroom, the other a layout. I hope you'll be surprised by the number of ideas that can be offered so that neither party feels excluded or outdone. **BRM**

See **Paul Lunn** at
The National Festival of Railway
Modelling at Doncaster on
February 13/14. See page 146.





ABOVE: Here is the single bed version of the large oval layout, note how the removable section and the board next to the window have increased considerably in width. When the removable section is stored away you have access to all principal sides of the bed. Make sure you keep the bed headboard away from the radiator - for comforts sake and to allow heat to circulate.

ABOVE: This last design is a variation on the large oval layout. By moving the single bed you have a much wider 'L' shaped section. Previous comments apply to the removable section.



- Each gridded square represents 1ft
- Where the radiator is underneath a baseboard it's important to provide either a heat baffle or ventilation up the back of the board. Alternately, you could move the radiator higher up the wall above the layout for minimum cost.

NARROWING THE RIGID GEOMETRY GAP

educing track centres by manipulating the geometry can improve visual appearance and avoid the expense of selling up and changing to flexible systems.



If you're using Peco components you'll need two x ST-227 curves as shown in the plan. They still leave plenty of clearance between two passing vehicles.

FORMATION MAINTAINS ST-200 ST-241 FORMATION STANDARD MAINTAINS SETRACK 50 mm (2") ST-241 ST-200 ST-201 CENTRE LINE CENTRE LING SPACING SPACING

BRM | February 2016 www.rmweb-buyandsell.co.uk 71

"We can produce some really special models."

Ben Jones talks to Simon Kohler and Brian Greenwood about their ambitions to commission further high-quality models based on artefacts from the National Collection.

conic. It's a greatly over-used word these days, but the National Railway Museum is custodian to some of the world's most famous railway vehicles, some of which can rightly be regarded as 'iconic'.

Flying Scotsman and Mallard immediately spring to mind, but the term applies just as equally to legends such as the prototype Deltic, BR 9F No. 92220 Evening Star, the prototype HST and Victorian flyers like GNR Stirling 'Single' No. 1 and LNWR 2-4-0 Hardwicke. Such historic vehicles fire the imaginations of enthusiasts, modellers and collectors and create demand for miniature replicas.

From small beginnings in 2008, NRM retail spin-off Locomotion Models is maturing into a major player in the UK model railway market. Based at the museum's outstation in Shildon, County Durham, Locomotion Models has grown steadily from working with manufacturers on NRM editions of existing models to commissioning and investing significant sums in exclusive tooling from the likes of Bachmann and Rapido Trains.

Perhaps the clearest sign of Locomotion's growth was its recruitment of ex-Hornby marketing manager Simon Kohler, who is now bringing his experience and expertise to help develop the company even further.

A couple of days before Shildon's big 'Diamond Deltic' event, and with the star of the show, worryingly, yet to be loaded for its journey across the Pennines from Preston, I meet Simon and Brian Greenwood, Chairman of Locomotion's management board, to find out how they plan to continue their 'National Collection in Miniature'.

Finding somewhere quiet to chat proves difficult while the museum is open to the public, but the solution proves to be appropriate for Locomotion's next new model release. Making ourselves comfortable in the small seated area of APT-E -a rare treat in itself - I first ask Simon how he became involved with Locomotion Models.

"I've known Brian for many years and his ambition and passion for the museum always shone through. I started in 2014 as a consultant and we work well together. I love the people, their passion and felt I could make a contribution.

"Locomotion Models is a brand, and my first task is to establish that by building relationships, working with the

FACT FILE

COMPANY NAME

Locomotion Models

LOCATION

Locomotion: The NRM at

| ADDRESS

Shildon, Co. Durham,

DL4 1PQ

| TELEPHONE

01388 777999 WEBSITE

www.locomotionmodels.com

| PHOTOGRAPHS

Andv York

press and our suppliers. Obviously I have some experience in that area, but you're never too old to learn! Progress on building those relationships has been exceptional over the last six months."

After leaving Hornby, what made Simon jump straight back into the model railway trade with Locomotion?

"Our collection has a genuine USP [unique selling point], and that's that all the profits we make are ploughed back into supporting Locomotion and ensuring that its artefacts are preserved for future generations. There are opportunities here to produce some really special models that will delight collectors and contribute to the conservation of important exhibits."

A commendable ambition, but haven't all the best bits of the collection already been done - over and over again?

"There are lots of opportunities for us, for example the 'NRM 40' HST power car, which Hornby will be producing for us in 2016. But, we've got to look beyond 2016 and see how the brand will develop in 2017/18. An awful lot depends on what the manufacturers have planned over the next three years.

"As we've just shown with the 'Harry Patch' HST power cars, there are also opportunities for special items from outside the National Collection. We're well placed to work with the rail industry on models of locomotives or vehicles - it doesn't have to be in the NRM.

"The complex decoration of the 'Harry Patch' model really stretched Hornby's capabilities but it showed what could be done and it sold very well."

"We have some models planned that can't be shared with you yet, but they will be soon. We've confirmed that we will be producing the prototype High Speed Train with Rapido [see January **BRM**], but others are in the pipeline.

"One thing I can say for sure is that there will be new limited edition models of Flying Scotsman to celebrate its return to steam this year. One will be a pack containing a gloss BR green No. 60103 and Mk 1 support coach, as it will look when it returns. We proved with *King George V* that gloss finish models are a popular option, but we don't want to use it all the time. It's for special occasions."

They're obviously the 'stars' of the show, but the NRM collection is much more than just locomotives. Is there any



INTERVIEW I LOCOMOTION MODELS



possibility that we might see models of some of the more interesting items of rolling stock?

"There are some unusual bits in the collection that would make great models" says Simon enthusiastically. "The good thing about some of the suppliers we're working with is that the production runs don't have to be as large, so less mainstream vehicles become a possibility.

"My job now is to present what I feel would work for Locomotion Models over the 2016-19 period. What's exciting are the items that haven't yet been announced that we can use and help them to spread the tooling costs. When they're planning their ranges I want us to be part of their thinking. It's early days, but the signs are good so far."

Developing models is a long and complicated process. How easy is it to keep all those plates spinning?

Simon chuckles knowingly, before continuing: "Locomotion Models currently employs four people, myself plus three staff based in Shildon. We have a good, solid team but each project has to be manageable for two people. Sandra Rewcastle is the backbone of the business. She knows how to develop good relationships with our regular customers. Delivering a good experience is key to getting them to come back and buy more from us. I must also mention Stuart Brown, who is our back-up and IT expert and, of course, Brian [Greenwood] who gives us great support and fantastic contacts on the modern railway."

Simon continues: "We take each model as an individual. At the moment we're heavily involved with Rapido Trains on the APT-E. By the time this interview is published we should be just a couple of weeks away from receiving them. The model is amazing, the Stirling 'Single' is coming along well and we're looking forward to working with them to produce the prototype HST. Interestingly, we've pre-sold more APTs with DCC sound than without - the balance is around 60:40, and we've sold hundreds of extra trailer car packs, which was a surprise to us all.

"Rapido puts a different spin on the hobby with its unique approach. They're a small team too, but with full control of their manufacturing process which makes a big difference."

"But", adds Brian, "we've got to keep our focus. We're not trying to be a shop or a manufacturer. We've got to keep asking ourselves how we can continue to produce ABOVE: A gloss finish version of Hornby's BR King George V proved to be extremely successful with collectors.

BELOW: It's not just the big, famous locomotives in the collection that get the attention - LYR 'Radial' No. 1008 has just been produced by Bachmann as a Locomotion exclusive.

museum quality models. As models like the GNR 'Atlantic' prove, we're not at the 'Railroad' end of the market.

"It was probably the best model we've done to date, but it was very difficult to deliver that quality at an affordable price. Everything should be as accurate as we can manage within the limitations of what's possible at a realistic price."

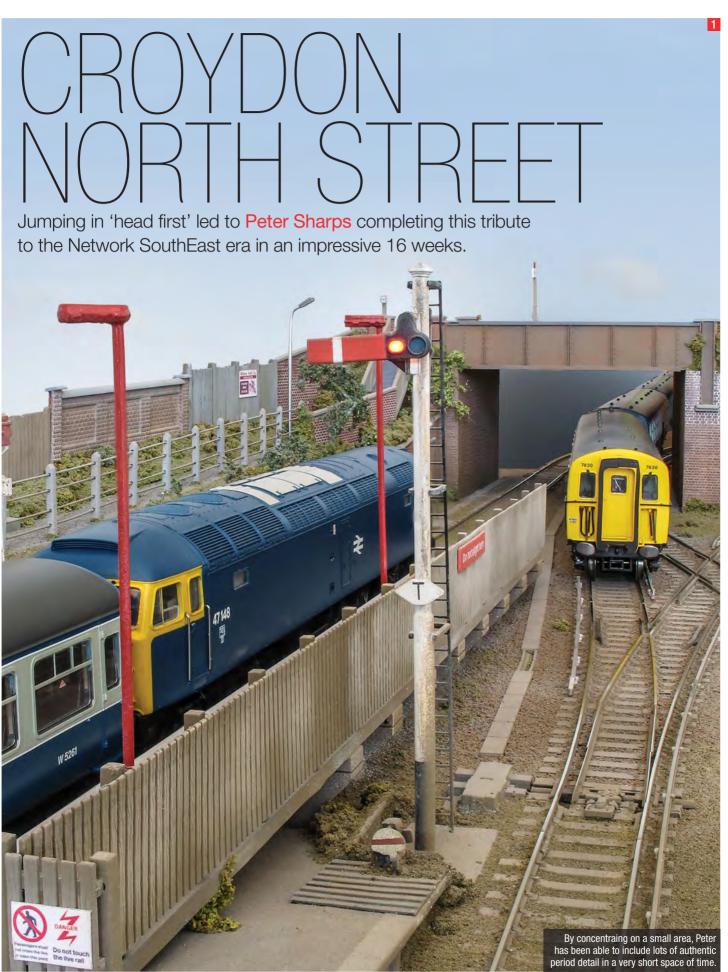
He continues: "we've had tremendous support from Graham Hubbard at Bachmann over the last ten years. Without him there would have been no prototype *Deltic*, no *City of Truro*, LMS 'Compound' or *Butler-Henderson*. Our relationship with Hornby is still developing, but we're making progress. On the other hand, Rapido is coming to us with ideas!"

And then suddenly the lights go out. The museum is closing and we need to disembark from the APT before we are locked in for the night. As we make our way out into the light, I ask why Locomotion is the base for this rather than the 'mother ship' in York.

Without a moment's hesitation, Brian says: "We have a bit more freedom here. Locomotion is a 50:50 joint venture with Durham County Council and we value that enormously.

"This museum has to trade its way out of the budget cuts so we have to be extremely business focused. We're here to make money but the museum is free to enter and we're under pressure on two fronts. It's not easy to make money out of model railways in the current climate."





AYOUT I SOUTHERN REGION 1980s I OO Gauge



roydon North Street' is one of those little layouts that was thought about for some time and then built in a flash. From bare boards to "I think I've finished" in about 16 weeks.

"A layout's never finished", I hear you say, and you're absolutely right. There are endless little details that can be added, but after just a short time in this hobby, I find myself chanting the 'less is more' mantra. Knowing when to stop is often a good thing.

As a train driver during Chris Green's Network SouthEast era, I think it's fair to say that the garish livery and 'paint everything red' philosophy made a mark on me. I joined BR in the early-1980s, which I've been told was just like the 1970s; everything was just a little run down and held together with string. Network SouthEast (NSE) seemed to breathe new life into my corner of the railway and it had a big effect on staff morale too. A new era indeed, and one well worth capturing for posterity.

Now, I'm a lazy modeller, full of admiration for those that painstakingly research the prototype and spend hours scratchbuilding the finest of details. But I like to crack on and rectify mistakes as they're made. 'Head first' and 'in at **ABOVE:** Sectorisation in action: civil engineers' 'Dutch' livery 33002 Sea King sits in the siding as an NSE '2-EPB' departs under the bridge.

RIGHT: The Network SouthEast rebranding team has clearly paid a visit, although the lampposts haven't been repainted red vet!

the deep end' spring to mind. 'Croydon North Street' was my first foray into Digital Command Control (DCC). Just two wires to the track - really?

I fell for that but soon realised that even a small layout could consume half a mile of spaghetti-like wiring. That said, I like DCC; I've still got a lot to learn but I will get there. DCC sound is calling me too and will be explored in the not-too-distant future.

For a OO gauge end-to-end layout, 'North Street' is probably fairly typical, measuring 12ft by 18in on two boards. Having relied on luck when joining baseboards in the past, I did it properly this time, soldering the track to copperclad and using brass dowels for alignment. I used 12mm throughout with a little softwood for extra bracing and 50mm by 50mm softwood legs, with the fiddleyard board piggy-backing off of the main board on a single set of legs.

The legs have adjustable feet as none of the floors in my 130-year-old house are level enough. I have a bit of a dislike of printed backscenes and have suffered several disasters in the past when trying to stick them with wallpaper paste or PVA. This time, the backscenes are hand-painted 9mm MDF using primer and then a coat of tester pot sky blue with some clouds stippled on. It doesn't bear close scrutiny, but is OK.

Layout wiring is not my forte, so after some headscratching about how to switch polarity on the crossings, I purchased a couple of Tam Valley 'Hex Frog Juicers'. These excellent gadgets fall into the 'fit-and-forget' category and I were well worth the expense (see page 81). Point motors

I like to crack on 'head first' and 'in at the deep end' and rectify mistakes as they're made. This was my first foray into DCC and I fell for the myth that just two wires were needed to the track!

If you're interested in Southern Region electrics, turn to page 96 for a review of Dapol's new OO Class 73.



FACT FILE

SCALE/GAUGE 4mm:1ft scale. 16.5mm gauge OO DIMENSIONS 12ft by 18in I ERA Late-1980s I REGION/LOCATION NSE Southern Region, South London LAYOUT TYPE Urban terminus, endto-end POWER/CONTROL DCC I PHOTOGRAPHS

Andy York



30 YEARS ON

NETWORK SOUTHEAST

June 10 2016 marks the 30th anniversary of the launch of Network SouthEast, one of BR's most successful rebranding exercises. Under the leadership of former ScotRail boss Chris Green, the disjointed London & South East sector of BR was unified with a fresh new identity covering its trains, stations, advertising material, timetables and much more. The infamous NSE red lampposts spread far and wide, with the sector's territory stretching from King's Lynn to Exeter and Oxford to Dover.

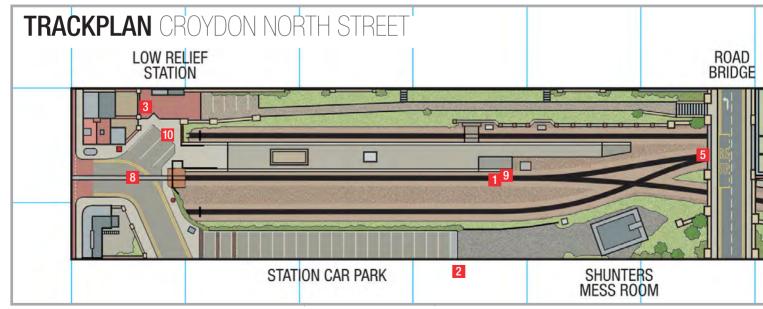
During the late-1980s and early-1990s, NSE firmly established itself, boosting passenger ratings and staff morale by introducing new trains to replace life-expired BR rolling stock and new routes such as Thameslink. Despite its success, NSE fell victim to the privatisation of BR in the mid-1990s, with the various routes being franchised out separately. However, evidence of the sector's branding can still be found at many locations across its former network. For much more information, read The Network SouthEast Story by Chris Green and Mike Vincent (lan Allan, 2014).

ABOVE RIGHT: Attention to detail extends well beyond the railway - a house undergoing renovation makes an unusual subject for a model.

RIGHT: Bachmann's excellent '2-EPB' was one of the catalysts for the construction of the layout and several are employed in BR and NSE liveries.

LAYOUT I SOUTHERN REGION 1980s I OO Gauge







ask the expert

How did you achieve such realistic looking Southern Region third-rail track?



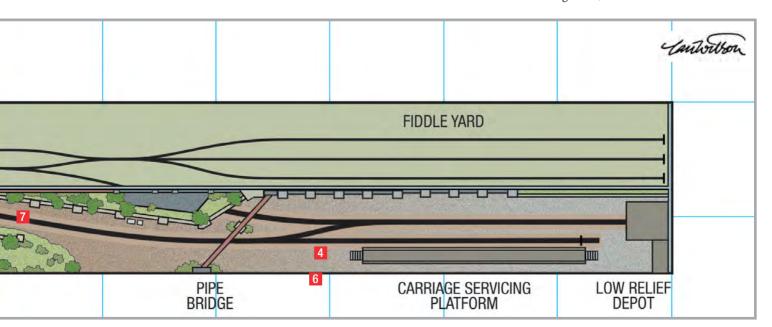
All trackwork is Peco Code All trackwork is 75 with live frog points. The third-rail and insulators are also from the Peco range. Third-rail is never shiny nor is it rusty. In fact it appears to have an oily black look to it. Before threading the rail into the plastic insulators, it was chemically blackened.

LEFT: A four-car Hornby 'VEP' just fits in the platform, which is of typical Southern Region concrete construction

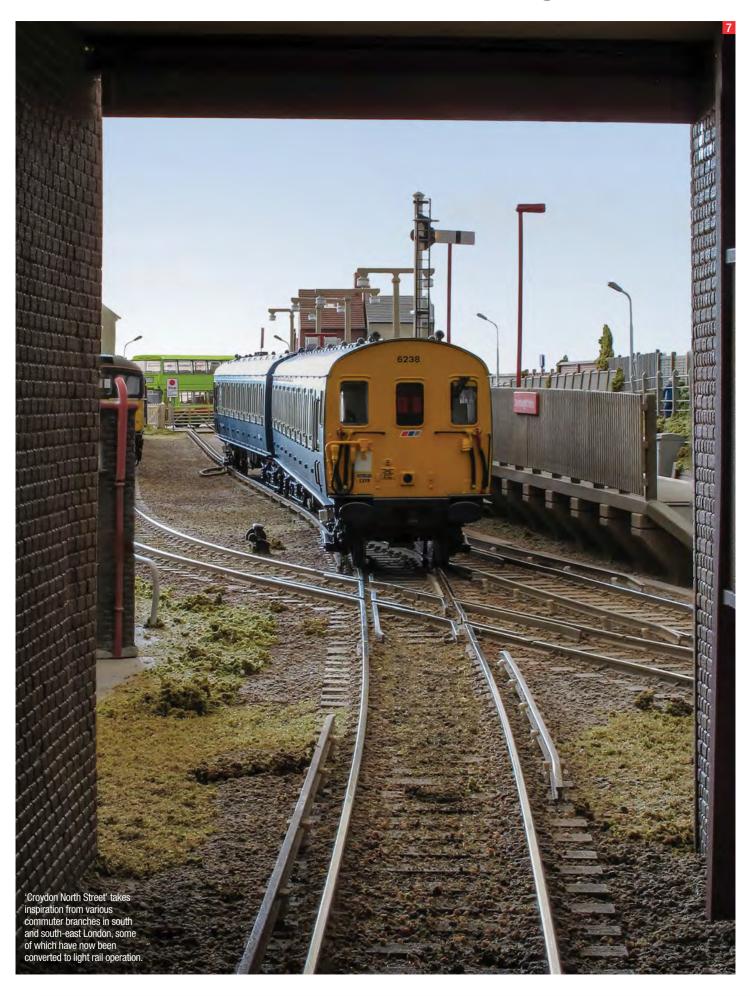
ABOVE: Urban and suburban environments offer interesting opportunities for scenic modellers wanting to add heavy civil engineering features.

are standard Peco PL-10 solenoids, fitted below the baseboard on the scenic part of the layout and above board in the yard. Ah, the fiddleyard; three roads, each capable of holding four coaches and not an axle more.

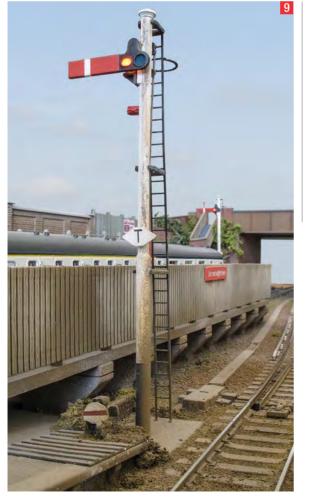
In hindsight I would have added extra roads and greater length but the whole layout had to be 12ft long and not an inch more. I had it in my head that a 6ft scenic section might not be enough to look at, so the decision was made early on to have something to look at along the whole length of the layout. A quick look at the trackplan reveals that I have managed to fit in a run-round loop although it's not immediately obvious. A short siding and a track leading to a low-relief depot entrance add further operating interest. Once the track was laid, clearances checked and wiring tested, it was time to ballast.



LAYOUT I SOUTHERN REGION 1980s I OO Gauge







Well, almost. I don't like green stuff. Rolling hills and cows in fields don't do much for me, so in an attempt to recreate a thick layer of urban grime, the track had to be heavily weathered. Life is far too short to paint the rail sides with a brush, so concrete sleepers were masked, and everything attacked with Humbrol No. 29 Dark Earth aerosol spray.

Ballast is Woodland Scenics fine grey with the cess being represented with the same Woodland Scenics ballast but this time in beige, or is it buff? When everything was dry, the whole lot (sleepers and rails) were given another shot of No. 29 to blend everything together. I then had a sleepless night worried that everything was too dirty! Tough really. It was time to move on.

ABOVE: A commuter's eye view of the station with 'EPBs' awaiting their next trip into central London.

LEFT: Working semaphore signals protect departures from the terminus. Note the ground signal, cable trunking and point motor cover - all essential details for the modern railway.

gadget spot

TAM VALLEY DEPOT 'HEX FROG JUICER'

This fit-and-forget device is designed to overcome electrical issues on DCC layouts with reversing loops, triangles and live frog diamond crossings. Installation is extremely simple, requiring just two wires from the marked screw



terminals to your track power bus and two further wires to the rails. Remember to isolate both rails at both ends of the loop or one side of your triangle. Once wired in, it provides seamless operation without the need for complicated switching or wiring. Please note, it is not suitable for use on non-DCC layouts.

Price: Around £25.00

Availability: DCC specialists, including Digitrains of Lincoln, www.digitrains.co.uk

W: www.tamvalleydepot.com

AYOUT I SOUTHERN REGION 1980s I OO Gauge

ask the expert

What's the best way to make authentic looking platform and tarmac surface textures for post-steam era stations?

The platform surface, road surfaces and pavements were made using a very thin skim of plaster. This can be coloured easily and various 'repair' patches were added to give some detail. The road markings were an eBay purchase and are cut vinyl graphics a fantastic find as they saved a lot of work with masking tape and white/yellow paint.



TRACTION MATTERS

I decided early on that what I really wanted from a layout was to run a couple of Bachmann's superb 2-EPBs on a shuttle service. Thinking this might be a bit boring, the track leading into the main platform was extended as a potential freight-only line leading to industrial estates on the outskirts of Croydon.

The bay platform was also extended and can 'just' hold a 4-VEP, 4-CEP or similar four-car train. The aforementioned run-round loop and headshunt also allow for the odd short engineers train.

With track laid, work on scenics could commence. I could think of nothing better for the scenic break than a road bridge, so one was duly made up using parts from various Wills kits. A bus on a bridge is absolutely essential in my view, so I added a bus stop. Then I wondered how anyone alighting from the bus would get down to the station so the pedestrian walkway that runs along the backscene was added.

I had originally wanted to model the backs of terraced houses tight up against the backscene, but limits on baseboard width scuppered that idea. The ultraminimum space alternative was just to model the various run-down back garden fences. One or two posher folk have a brick wall at the bottom of their garden for variety.

The low relief station building was originally intended to be a butchered Scalescenes download kit but in the end I used the Scalescenes dimensions and made the small modern ticket office from plastic sheet. This was actually the first thing I'd built from scratch (the low relief depot was the second) having relied exclusively on

RIGHT: SR concrete lamps, an 'EPB', Network SouthEast platform furniture and new departure screens all combine to deliver late-1980s/early-1990s south London atmosphere.

resin buildings from Bachmann Scenecraft and Hornby Skaledale in the past. There are still plenty of these in evidence.

With all the main structures and surfaces in place, the time had come to add a variety of small details. Everything from skips to postboxes and car park ticket machines to departure boards. A particular favourite is the portable toilet, a common sight back in the 1990s, perhaps less common now.

My major curse is that when a layout nears completion, my mind wanders and I begin to think about what to build next. I fully own up to getting more enjoyment from building a layout than I do from operating it. Knowing this, the stock roster for 'North Street' was kept deliberately simple; a Heljan Class 33 'Crompton' with a few 'Seacow/Sealion' ballast hoppers, a pair of Bachmann 2-EPBs and a Hornby 4-VEP. It's far from the biggest layout in the world and as fiddleyard space is a bit tight that seemed ample.

Any other stock you can spot in the photographs is courtesy of Andy York, who I'd like to thank for the superb photographs. Whoever said the camera doesn't lie is a complete fibber, as Andy has made the layout look so much better than I think it actually is!

Thanks are due to everybody on RMweb that has offered advice and support during the construction of this little layout. I can wholeheartedly recommend creating a layout topic on the forum if you're thinking about having a go at something. As a lone modeller who has never been involved with a club, it's a great way to get feedback and ideas for when your mind goes blank as mine does at least three times a day! There's usually a good laugh to be had too!

Since this piece was written, 'North Street' has been sold to Darren Johnson (RMweb's 'NSE DAZ') and will hopefully live on to attend an exhibition or three.

Please look out for it on your travels and say 'Hi'. Darren won't mind me saying that he's another NSE fanatic and I'm thrilled that the layout has gone to such a good home.

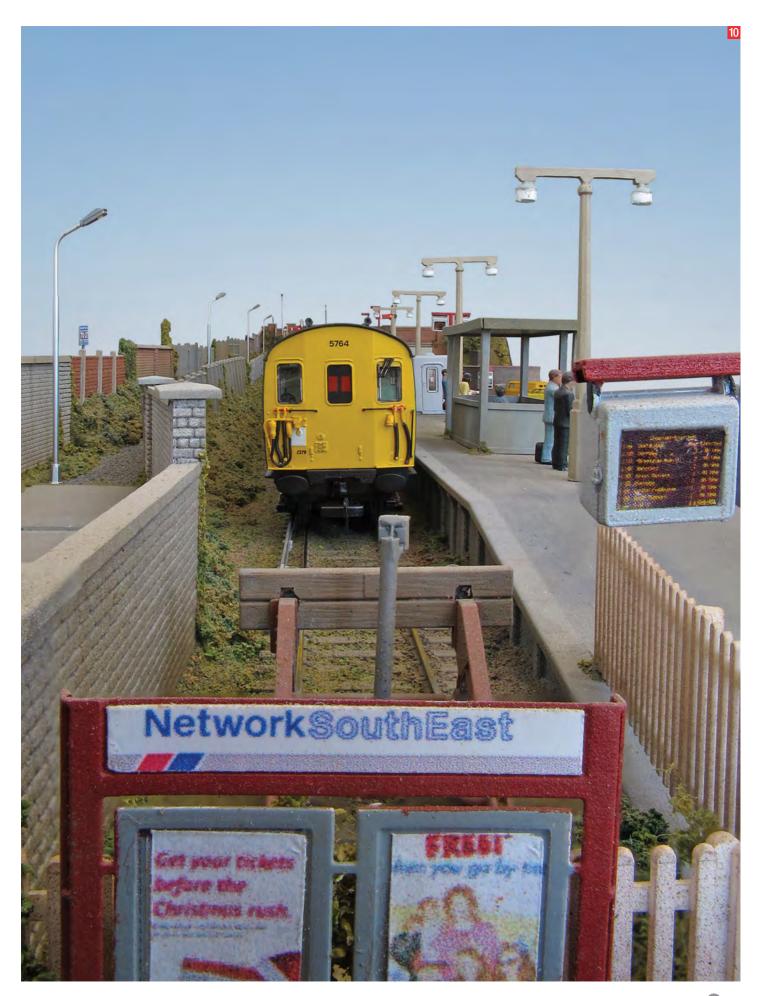
I actually miss it much more than I thought I would, so a Mk 2 version may be on the cards, just as long as I can come up with a name. Putney High Street? Selsdon Road? Hmmm, I might have an idea.







I don't like green stuff. Rolling hills and cows don't do it for me, so everything had to be covered in a thick layer of urban grime and the track had to be heavily weathered.



SERVICE HISTORY BR Class 73



STRATHWOOD COLLECTION

Electric locomotives with small diesel engines for 'Last Mile' operations are currently all the rage in Europe, but BR's Southern Region realised their potential

more than 50 years ago. Andy York charts the still unfolding story of the 'EDs'.

Electrification of suburban rail routes south of the River Thames was established well before Nationalisation in 1948 but main line passenger ABOVE 'JB' E6024 in original BR blue sits at the country end of the platforms at London Waterloo on February 25 1967. Alongside is a '4-COR' Portsmouth line express EMU. STRATHWOOD

services to the south-west of the capital, goods trains and engineers workings remained firmly in the hands of steam traction across the region.

Planned withdrawal of steam locomotives under BR's Modernisation Plan dictated that replacement motive power must be sought. It would have been impractical, financially prohibitive and unsafe to install 750V DC third-rail on all routes and sidings across the SR system, so some form of alternative was required. A conventional diesel would have been a universal

SOUTHERN REGION LELECTRO-DIESEL 1 1962-2016



solution for non-electrified routes but it would have been financial folly to use another form of propulsion where a ready supply of energy was already in place. Therefore it seemed that a dual-powered electric locomotive with auxiliary diesel engine would be the most appropriate for the needs of the Southern Region.

>PROTOTYPES: THE 'JAs'

February to July 1962 saw the introduction of six prototype Bo-Bo locomotives, classified as 'JA' under

the SR system and numbered E6001-06. The initial batch was built at BR's Eastleigh Works using English Electric equipment and an EE 4SRKT auxiliary diesel engine generating 600hp.

Their boxy appearance was a result of being built to the narrow profile required for the restricted Tunbridge Wells-Hastings line. Standard SR high-level jumper cables were mounted below the windscreens at a similar height to those on the ends of BR(S) multiple units, giving them a unique appearance.

The SR classed all its locomotives and multiple units as 'traction units' that must be able to work in multiple as required and so, unusually, the 'JAs' had the ability to operate air, vacuum and electro-pneumatic braking systems. This meant that a formation of an EMU (of post-1951 BR stock) operating a 'JA' locomotive with a tail-load of vacuum-braked coaching stock was operationally possible. Retractable collector shoes were fitted, allow the locomotives to work on DC third-rail but also avoid damage when operating away from it.

After a period of successful operation with E6001-06, a production batch of electro-diesels was ordered from EE as part of the final elimination of SR steam. E6007 to E6049 were built at EE's Vulcan Foundry and delivered between October 1965 to January 1967. Internally and externally this production fleet, designated 'JB', was largely the same. One distinguishing feature of the 'JBs' was large round Oleo buffers, retractable for use with buckeye couplings when working with EMU stock as opposed to the oval buffers originally fitted to E6001-03. The 'JBs' also had a small window missing behind the cab on the 'B' side next to the louvred panels (and a different arrangement of small grilles on the opposite side) and slightly simplified MU cabling at the right hand side of the front of the cab. Traction motors and gearing were modified to give a higher maximum speed of 90mph compared to the 80mph 'JAs'.

>BR OPERATIONS

The prototype 'JA' fleet was tested on a variety of passenger, parcels and freight work utilising their

vacuum and air braking so it's perfectly legitimate to deploy your model on vacuum-braked general merchandise trains, mineral workings, oil

tanks, parcels vans and EMUs.

After delivery, the production 'JBs' could frequently be found on the Waterloo-Bournemouth line, electrification of which was completed in 1967, with '4-REP' and '4-TC' sets or Mk 1 coaches. Their versatility could take them anywhere on the SR network operating short engineers' trains through to boat train expresses to Southampton and Bournemouth

(for Weymouth Quay); even operating with brake tenders behind the locomotive on heavier freights around south-west London.

Other notable operations included numerous overnight newspaper trains between the capital and towns across the SR system, some of which carried

SERVICE HISTORY BR Class 73



passenger accommodation and, in 1977-80, replacing Class 71s on the 'Night Ferry' between London Victoria and Dover Western Docks.

Their 27-way multiple unit cabling meant that the two sub-classes could operate with Classes 33/1 and 74. Although operations were largely confined to Southern metals there were occurrences in the 1980s/90s of them straying off region on inter-regional workings. On one occasion in August 1982, 73108/134 took a a Brighton-Manchester working as far as Birmingham New Street!

From 1974 the class was renumbered to become Class 73/0 and 73/1. The 'JAs' became 73001-006 and 'JBs' 73101-142. Only E6027 never received a TOPS number having been scrapped in February 1973 after a serious collision.

Apart from Gatwick services between 1984 and 2005, the '73s' had little regular passenger work for most of their lives. However, in 1988/89 they provided a useful stopgap when the '4-REP' EMUs were withdrawn to give up their traction motors for re-use in the new Class 442 '5-WES' sets. Class 73/1s were used singly and in pairs on Waterloo-Bournemouth trains, powering '4-TC' trailer sets

Although not known for epic performances the '73s' were capable of substantial sustained speeds when working on the third-rail. Records show almost ten miles of 100mph running of a double-headed service from Waterloo to Southampton Airport in 1988.

ABOVE: A remarkable photograph of all three SR electric locomotive designs at Stewarts Lane depot in 1963. Leading the line is 20001, one of the three Bulleid/Raworth 'Booster' locomotives (see December 2015 BRM), followed by Class 71 E5014 and E6003, one of the six 'JA' prototype electro-diesels in original SR green without yellow warning panels.

FACT FILE

BUILT

1962/1965-67 at Eastleigh and Vulcan Foundry

NUMBER BUILT

Class 73/0: 6 Class 73/1: 43

I POWER RATING

Electric: 1,420hp Diesel: 600hp

I WEIGHT

LENGTH

53ft 8in

ROUTE AVAILABILITY

RA6

regular and reliable
Away from the th
much more limited
However, in the 21s
so 71 E5014 and E6003,
of the six 'JA' prototype

Regular running up to 80mph on Gatwick Express intensive shuttle services show that they could deliver regular and reliable performance.

Away from the third-rail, performance is very much more limited, by power, coolant and fuel range. However, in the 21st century, their range has widened considerably with examples being seen at locations that would have been unthinkable in BR days. As this article was being written, those boundaries were being pushed further still (see below).

By the late-1980s, the six '73/0s' were dedicated to weekend departmental duties, but otherwise largely redundant on the SR. In an unexpected move, 73001/002/005/006 (plus 73004 for spares) were transferred to Merseyrail in 1993 to haul engineering trains and act as depot shunters on the area's third-rail network. Sandite discharge equipment was fitted and the quartet became '73/9s' until withdrawal and sale for preservation in 2002. But that wasn't the end of the story.

ULIVERIES

The story of liveries on Class 73s is an extremely complicated one, especially from the mid-1980s onwards. More than 35 different colour schemes have been carried, before we consider minor variations in application, special embellishments and the like.

When delivered the 'JAs' carried SR multiple unit green with a BR coaching stock roundel. E6001 was outshopped with a small yellow warning panel but E6002-06 were plain green with E6003-06 having a pale grey band along the bottom of the bodyside. The numbers were of a condensed serifed style applied on all four cabsides.

The 'JB's' arrived too late to receive BR green and were delivered in matt rail blue with small yellow warning panels. E6007-12 also had the pale grey band along to the bottom of the bodyside but from E6013 onwards the band was omitted. Standard BR Blue livery and full yellow ends was applied to all locomotives between 1969 and 1972.

As a trial for warning visibility E6018 received wraparound yellow panels around the cabsides for around a year in 1968 before reverting to standard BR blue.



For the first two decades of their career, the '73s' lived an unremarkable life, largely out of the limelight. This April 1974 view of 73133, by now in standard BR blue, shunting vans in diesel mode at Clapham Junction is typical of how they would have been observed by the few people who paid them any attention.

SOUTHERN REGION | ELECTRO-DIESEL | 1962-2016

Little then changed until 1983 when 73131 emerged from Eastleigh in 'large logo' BR blue. The launch of Gatwick Express in 1984 saw the first Class 73/1 painted in Inter-City Executive livery - the first of several variations on this theme. Rather than list the locomotives which carried each of these liveries it's always best to consult photographs for the period you are modelling as different locomotives went on to wear varieties of Network SouthEast livery, General grey, two-tone grey, 'Dutch' grey/yellow and from 1994, Mainline blue. The most eye-catching livery applied to a Class 73/1 must be the Pullman umber/cream applied to 73101 for the 150th anniversary of the Victoria to Brighton route.

II gatwick express

Continued growth of passenger traffic at Gatwick Airport saw the introduction of a much-improved Victoria-Gatwick service from 1984 using rebuilt Mk 2f sets with additional luggage capacity. The trains operated with a Class 73/1 at the southern end of the train and a Class 489 Gatwick Luggage Van (GLV) at the London end. The sets were painted in Inter-City Executive colours and branded 'Gatwick Express'. After sectorisation, GE became a separate business unit and eventually a standalone Train Operating Company (TOC). Originally, any '73/1' could be used but a dedicated fleet, supposedly drawn from the best locomotives, was renumbered in the Class 73/2 series. Twelve machines, 73201-212 were later joined by 73112/135 becoming 73213 and 73235 respectively. Class 73 operation



ABOVE: The kind of duty for which it was designed: 73002 shunts Waterloo & City Line stock on to a non-electrified siding at Waterloo on April 6 1978. Until the early-1990s, W&C vehicles were taken in and out of their tunnels by lift and transported by rail to Eastleigh Works for overhaul

After a steady decline throughout the 1990s and into the 2000s, which saw most of the fleet withdrawn after passing into the ownership of EWS, the privatised railway has once again recognised the versatility and reliability of the Class 73s. Privatisation allowed them to spread their wings around the network in diverse fashion from 'Thunderbird' roles, ferrying Eurostar sets, infrastructure roles including test trains and charter work.

Private operators have included Railtrack, Network Rail, Fragonset/FM Rail, South West Trains, GB Railfreight, European Passenger Services, Southern, RT



SERVICE HISTORY **BR Class 73**



Rail and Gatwick Express with the panoply of liveries and numerous variations which that entails.

After 73142 was used to haul the empty stock of the Earl of Mountbatten's funeral train in 1979, it was named Broadlands after the late Earl's home. It was the first '73' to be named, and was also chosen to haul the Prince and Princess of Wales' honeymoon train in 1981, but the floodgates soon opened. From the mid-1980s the majority of the class received diverse names, normally at least relevant to the geography or history of the area the locomotives operated in until almost 50 names have been carried by the class over the years, and they are still being applied sporadically.

NEW LIVES

For a time in the early-2000s, it looked as though electro-diesels could disappear from the main line

BELOW: Not counting detail variations, almost 40 liveries have been applied to Class 73s so far, with the most colourful period being from the mid-1980s to late-1990s. On August 1 1991, an immaculate 73133 The Bluebell Railway (with blue-backed nameplates) shows the livery off to good effect at Ashford.

network for good. However, several developments have conspired to bring them back into vogue. The life of the humble Class 73 looks set to continue for many years yet thanks to two significant re-engineering projects.

Wabtec Rail (Brush) at Loughborough is in the process of completely rebuilding and modernising 11 GB Railfreight Class 73s (73209/204/206/205/208, 73005/006, 73117/105/103, 73207) as 73961-971. Internally they have been wholly re-worked and feature MTU 1,600hp V8 diesel engines to make them even more versatile. External visual evidence of the modernisation includes the modern light clusters and large bodyside ventilation grilles.

As well as using 73961-95 on Network Rail engineering/test trains on the former Southern Region and beyond, GBRf has selected them as the new traction for the non-electric legs of 'Caledonian Sleeper' services to Fort William, Aberdeen and Inverness. As this article was being compiled, tests were underway with 73966/967, taking them to hitherto unheard of destinations such as Glasgow, Aberdeen and Fort William.

In parallel, Railway Vehicle Engineering Limited (RVEL) of Derby chose a different approach to modernising Class 73s for Network Rail. Having stripped 73104 and 73211 right back to bare metal bodyshells, it has replaced the EE 600hp power unit with a pair of 750hp Cummins QSK19 diesel engines, modern control gear and electronics to make what it calls the 'Ultra 73'. The two locomotives, 73951/952, were also on test as this article was being written, and should provide improved performance and economy over NR's veteran Class 31s on ultrasonic test trains.

This process has seen a number of Class 73s previously acquired by preservationists sold back to main line operators. However, 73001-003, 73110,

SOUTHERN REGION I ELECTRO-DIESEL I 1962-2016



73129/133/140 and 73210 remain in the preservation world for the moment.

Of the original total of 49, just ten have been scrapped (E6027, 73004, 73106/108/111/115/126/127 /131/132). Not many classes can boast that after a 53-year career, let alone the prospect of many more years to come working duties and routes never envisaged when the electro-diesel concept was first considered.



CLASSIC TRACTION

Interested in classic BR diesel and electric locomotives? Take a look at our sister magazine *Traction*, on sale in all good newsagents and as a digital edition at

www.pocketmags.co.uk



After a steady decline in active numbers during the 1990s and early-2000s, there's been a gradual revival of the fleet to active main line use, led by GB Railfreight. Although the company is investing heavily in rebuilding its 'EDs' it still has a small number of standard locomotives. On August 25 2015, 73136 was named *Mhairi* at London Victoria, along with 73107 *Tracy*, joining several other '73s' named after female members of the GBRf team. BEN JONES

WHAT'S NEW?

News and Events from the model railway trade

HEADS HORNBY 2016 RANGE



lmost 300 new items have been announced by Hornby for release in 2016, with a North Eastern 'Q6' and an LNER 'B12/3' 4-6-0 joining the company's range. The Raven 0-8-0 is complete and should be released in April, while the 'B12' will follow later in the year, along with two all-new wagons - LMS/BR 20t coke hopper and Southern Railway cattle van (below). These items are in addition to the Peckett 0-4-0ST, BR Class 71, SR air-smoothed 'Merchant Navy' and Adams 'Radial', SR Maunsell 58ft coaches and GWR Collett 57ft bowended stock announced during 2015.

Other highlights include the 'Sir Nigel Gresley Collection' which features four of the engineer's most famous locomotive designs - A1, A3, A4, P2 – all in LNER apple green (RRP £549.99), the addition of TTS Sound options for Class 47, 60 and 67 diesels and Class 43 HST Power Cars (Virgin East Coast livery), plus a Franco-Crosti '9F' 2-10-0, BR '2P' 4-4-0, '4F' 0-6-0 and 'Castle' 4-6-0 with TTS sound.

New train packs include a pair of original BR livery Inter-City 125 power cars to celebrate the train's 40th anniversary in October 2016, the LNER 'Queen of Scots' Pullman, a pack commemorating the last steamhauled run of the 'Golden Arrow' and a Virgin Trains East Coast IC225 pack with additional VTEC Mk 3 and Mk 4 coaches available separately.

For a full list of the new items for 2016, visit the website or consult your local Hornby stockist.











GET IN TOUCH If you have a new product that you would like us to feature, send it to Ben Jones by e-mail: benj@warnersgroup.co.uk

VOTE NOW: 2015 BRITISH MODEL RAILWAY AWARDS

Toting is now open in our revamped 'British Model Railway Awards' for 2015, celebrating the best models, websites, exhibitions and customer service in the UK hobby over the last year. You can choose your favourites across more than 15 categories covering RTR models in N, OO and O gauge, as well as several new awards covering the more human aspects of the hobby.

Voting is open until January 16 at on **RMweb** and the results will be revealed in the March issue of **BRM**, and on **RMweb** from February 1.

www.rmweb.co.uk

NOTE: The voting period is shorter than in previous years - don't miss your chance to have your say!

TAKING NUMBERS

new models released by Oxford Diecast in 2015, more than one new item per day in various scales

www.oxforddiecast.co.uk

2,000

garden railway enthusiasts are expected at the Warwickshire Exhibition Centre near Leamington for the Midlands Garden Rail Show on March 12/13. Features will include 15 lavouts and more than 35 traders.

www.largescalemodelrail. co.uk

mile route
of London
Overground's
orbital route
walked by author
lain Sinclair in a
single day. Join

him for a talk about his adventure at the LT Museum, Covent Garden from 1900 on January 20. Tickets £10. Www.ltmuseum.co.uk

road modular diesel depot building for 7mm scale being investigated by Heljan as a possible future release. Long enough to hold a Type 5 diesel, the company is looking at an RRP of £100 or less.

www.heljan.dk

votes for the lowest polling 00 gauge choice in the 2015 Wish List (see p95) - a Class 505 'Altrincham' EMU. The

least popular N suggestions gained just two votes each!

votes in the same poll for the most requested 00 gauge item – a

working level crossing, compared to 110 votes for Mk 1 TPO vehicles, the winning N gauge suggestion.

91

www.rmweb.co.uk

GOLDEN VALLEY 'IANUS'

The rise of ready-to-run industrial locomotives continues with the announcement that Oxford Rail is to produce a OO gauge model of the widely-used Yorkshire Engine Co. 'Janus' 400hp 0-6-0DE.

Commissioned by Golden Valley Hobbies, the models will be available nationwide through that company's many stockists. The model is already at the tooling stage and first releases are expected in winter 2016. Four liveries will form the first batch; British Steel, National Coal Board (NCB) blue, Port of London Authority and BP, although many others will be possible in the future. A total of 102 locomotives was built between 1956-65, mainly for the UK steel industry, but others went to ICI and the NCB as well as exports to Jamaica, British



Scunthorpe 'Janus' 92, still in service on Tata Steel's extensive internal railway at the former Appleby-Frodingham steelworks in north Lincolnshire. PIP DUNN

Guyana and India. A demonstrator was tested by BR in 1961, but no orders were forthcoming. In 2008, 23 were still in industrial service, with seven others in preservation.

The GVH model will feature fine detail, a five-pole skew-wound motor, NEM couplers, a DCC decoder interface and provision for the

installation of DCC sound. You can pre-register for the first four models now on its website www. aoldenvalleyhobbies.com

GVH has also commissioned matching triple packs of 7-plank wagons for each of the first four 'lanus' models

www.goldenvalleyhobbies.com

FIRST LOOK: HATTON'S '14XX'

atton's Model Railways has released the first images of its exclusive OO gauge GWR '14XX' 0-4-2T, which is due for release in mid-2016.

The photographs show numerous detail variations across the different models covering GWR and BR

periods and both '14XX' and non push-pull '48XX' locomotives. Highlights include a highly detailed cab and boiler backhead, different designs of whistle shield, locomotives with and without top feeds and dozens of separately applied components.

A full list of the models being produced by DJModels for Hatton's is available at www.ehattons.com, where advance orders can also be placed. Also see our advertisement pages.

W www.ehattons.com



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WARLEY 2015



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1 Bachmann Thompson stock

A 3-D printed fragment of the all-new OO gauge LNER Thompson coaches being developed for release in 2017.

2 Graham Farish 'Castle'

Now at the design stage is the Farish N scale GWR 'Castle' 4-6-0. A 3-D printed prototype was on display to give an idea of what to expect. First deliveries should be in late-2016.

3 Heljan GWR '1361'

The first hand-assembled EP of Heljan's GWR o-6-oST, which is expected to be released in late-2016, along with its close cousin...

4 Heljan GWR '1366' ...the '1366' 0-6-0PT, also due later this year. Note the wire handrails and die-cast running plate.

5 Bachmann Wickham Trolley

Final decorated sample of the OO gauge inspection trolley, which is expected to be released in Spring 2016 in BR maroon or yellow.

6 Bachmann Stanier 'Mogul'

A 3-D print prototype of the OO gauge mixed traffic 2-6-0, which is expected to be released in late-2016.

7 Oxford Diecast IoM Tramcar

Oxford has produced a static 1:76 scale/12mm gauge model of Manx Electric

Railway tramcar No. 21 (£24.95). 8 Graham Farish Thompson BG A pre-production EP of the N scale LNER/

BR passenger brake. Decorated samples will come next, followed by first releases later this year.

9 Graham Farish '64XX'

Another model ready for production is the N scale version of the GWR '64XX' o-6-oPT, shown here in BR lined green, GWR green and BR black.

10 Oxford Diecast IoM 2-4-0T

Also out now is No. 12 Hutchinson, one of the famous Beyer Peacock 2-4-oTs used by the Isle of Man Railways (£19.95). Both models are available now from railway and bus stations on the Isle of Man. Buy both for £42.00 (plus £7.00 P&P) from www.rail.im



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WHAT'S NEW









11 Dapol Class 68 Engineering prototypes of Dapol's OO gauge Class 68 diesel were on display along with a pre-production bodyshell of its N scale sister. Features include

etched metal grilles, numerous separately-fitted components and accurate shape, thanks to 3-D laser-scanning.

FOR MORE

DAPOL

IMAGES SEE

12 Dapol GWR Railcar

A first look at the OO gauge GWR streamlined railcar. A working, but unfinished engineering prototype with lots of parts still to be added.

13 Dapol O Gauge Class 08

After a wait of several years, Dapol unveiled the first EP sample of its 7mm scale o-6-oDE, which looks very promising and will retail for £199.99. Lots of separate details, accurate shape and working features including LED marker lights, poseable radiator shutters and brass sprung buffers.

14 Dapol 'Black Label' A4

Dapol's big surprise was the unveiling of an all-new OO gauge LNER A4 'Pacific' with a host of working features, including DCC, sound, synchronised smoke, LED headlamps and a die-cast bodyshell. RRP is £399.99. More details at www.rmweb.co.uk

15 Dapol HIA hopper
An impressive OO modern booie hopper wagon used by Freightliner Heavy Haul. Heavy die-cast chassis and fine discharge

SPEEDY PROGRESS FROM REVOLUTION TRAINS

evolution Trains is making excellent progress with its crowd-funded Class 390 and TEA bogie tank wagon models in N scale. The first, hand-built, engineering prototype cars for the 'Pendolino' EMU were received in late-November and displayed at the Warley NEC show, along with fully decorated samples of four TEAs in contemporary liveries. TheW deadline for ordering the latter is the end of January and only those models ordered by that date will be produced. Revolution has also received around 500 expressions of interest for the OO gauge versions so far - well on the way to the minimum required level.



First shots off the tooling for Revolution's N scale Clas 390 Virgin Pendolino

The '390' is now undergoing an extensive debugging process to ensure the working models operate as they should, and to ensure the fit of parts is even neater - especially around the lower front air dam of the driving car. The deadine for

ordering the '390' is March 31 for an estimated June delivery.

Of the two other proposed N scale models, the Class 320/321 EMUs are gathering momentum and a decision on whether to proceed will be taken at the end of January, but the North



Heavy Haul and Greenergy colours.

British Class 21/29 diesel is faring less well and anyone wanting it to go ahead is encouraged to express their interest before the end of January or risk the project being abandoned.

www.revolutiontrains.com





LONDON TRANSPORT '66s'

ondon Transport Museum has further extended its range of exclusive OO gauge models with two limited editions featuring Class 66s in unique liveries.

GB Railfreight's 66718 Sir Peter

Hendy and 66721 Harry Beck currently carry vinyls applied in 2013 to celebrate the 150th anniversary of London Underground and both are being produced by Bachmann as LT Museum special editions this summer.

The distinctive, and highly complex, vinyls honour achievements of London's transport system past and present, not least Harry Beck's iconic tube map of 1931 and its modern descendent. Advance orders

for both models, priced at £153.95 each, can be placed via the LT Museum shop in Covent Garden, London.

T 020 7565 7295

www.ltmuseumshop.co.uk

www.RMweb.co.uk **BRM** | February 2016

PROTOCAB: AN END TO WIRING?

ed up with having to install complex and timeconsuming wiring to make your layout work? Acc+Ess Protocab's wireless control system might be the solution you're looking for.

Employing rechargeable batteries, a wireless control unit and easy-to-install components, the new system dispenses with current collection from your rails. This eliminates the need for track cleaning, isolating sections and the insulation of points and crossing. The system is designed for 4mm scale OO/EM/P4 as there must be sufficient space inside each model to accommodate the lithium-ion/polymer battery, 25mm by 18mm control unit (LCU) and charqing plug.

Up to eight locomotives can be controlled from one handset. Expansion into other scales, including N, O and 3mm scale is also planned.

For more information, see the Protocab facebook page and website below. Designed and manufactured in Scotland by Acc+Ess, Protocab will be demonstrated at the Festival of British Railway Modelling in Doncaster on February 13/14 (see page 64). We'll also be showing how to install and use the system in **BRM** later this year.

www.protocab.com



00 WORKS GOES IRISH

Making its first venture into Irish railways, OO Works is to produce small batches of RTR OO gauge models depicting two long-lost Great Northern Railway (Ireland) steam locomotives.

First to arrive will be a 'U' Class 4-4-0 (pictured) in the first half of 2016, which will be offered as No. 205 *Down*



in GNR(I) blue and scarlet, one of the 1948-built batch of five locomotives named after Irish counties. The class holds something of a record with two batches to the same design being built no less than 33 years apart in 1915 and 1948 by Beyer, Peacock in Manchester. The OO Works model will be delivered fully finished and ready-to-run for £265.00 (plus P&P).

Following it in the second half of the year will be a 'UG' o-6-o, the goods version of the design utilising many common parts. This will be offered in Ulster Transport Authority lined black as No. 49 for £255.00. Look out for a review in **BRM** when the models are delivered.

T 01580 882185

E ooworks@btinternet.com

'ALPHA CENTRAL' BY DCCconcepts

CCconcepts has released three more products in its 'Cobalt Alpha' range designed to improve and simplify the control of model railways. The flagship 'Alpha Central' promises a plug-and-play solution for the control of points and/or accessories and features 24 LED illuminated push-button switches controlling

accessory decoder outputs on DC or DCC layouts. Housed in a high-quality brushed aluminium case, it can be connected to your command bus anywhere via a flexible cable. Multiple units can be linked together for larger layouts and etched brass signalbox style number plates are provided to finish off your unit. UK price is £155.00

Also out now is the Cobalt Alpha 'Black Box', a semi-intelligent 5Amp digitial control booster interface that allows DC or AC-powered layouts to take advantage of digital control without converting entirely to DCC. Designed for use with other Cobalt products, as well as NCE power cab and other DCC systems, it is also securely housed in an aluminium case and costs £125.00.

To provide regulated power to the 'Black Box', DCCconcepts has also just introduced a split-rail transformer and adaptor (DCP-SPS12, £39.95), which is available now. These products are available via Gaugemaster and DCCconcepts stockists nationwide, see www.gaugemaster.com. Look out for a free 16-page supplement about these new products with the March issue of **BRM** and for forthcoming articles about installing and setting up a control panel using Cobalt equipment.

www.dccconcepts.com/www.gaugemaster.com



NEW KITS

RT VANGUARD

The latest complete 4mm scale kit from RT Models features the Thomas Hill 'Vanguard' 4w diesel shunter (£95.00). Etched in nickel silver with whitemetal parts it comes complete with pick-ups, gearbox, Mashima motor and wheels for OO, EM or P4 gauge. These locomotives were 1960s diesel rebuilds of Sentinel 100hp steam locomotives and used widely at industrial locations.

www.rtmodels.co.uk



AYIAY CLASS 508

BR's 1970s generation of EMUs have long been overlooked in model form, but Ayjay Models is now offering a 4mm scale resin kit of the three-car Class 508. Available either in kit form (£210.00) or as a fully finished RTR model (POA), the EMU is designed to be powered by a Black Beetle or Tenshodo motor bogie. A four-car version for SR operations in 1979-84 can also be obtained on request for £275.00.

www.southernregion models.co.uk



ANDREW BARCLAY 0-6-0T

ARC Models has just launched its latest high-quality resin kit for 4mm scale/OO gauge. This distinctive Andrew Barclay 18in o-6-oT with sloping side tanks is, like previous kits, designed to fit an Electrotren outsidecylinder o-6-oT chassis. Kits are available via eBay for £35.00 plus £3.90 UK P&P, or see the company's facebook page for more information. Also see Phil Parker's article in January **BRM**.

www.ebay.co.uk



TWO MORE HELJAN DIESELS IN O



n response to requests from O gauge modellers, Heljan is to introduce a centre headcode version of its Class 37/0. The model will be released in late-2016 and will allow locomotives from D6819-6999 and D6600-08 to be modelled, greatly broadening the scope for modelling this popular class. The models will be in as-built condition with bufferbeam cowling intact and will be offered in BR green with small yellow warning panels or full yellow ends, BR blue and large logo blue. RRP will be £649.00

Looking further ahead, Heljan is also working on a

Hunslet Class 05 0-6-0DM shunter. upscaled from the 00 gauge model released in 2015.

Liveries are yet to be announced, but are likely to be similar to the 00 models. Delivery is expected to be in mid to late-2017. Several other RTR O gauge projects are

also in progress, with Brush prototype Do280 Falcon due first, in the first quarter of 2016. Following it will be the Class 42 'Warship' in mid-year and the Class 25/1 towards the end of the year.

Work is continuing on the GWR 61XX 'Large Prairie' 2-6-2T, which will now feature a flickering firebox effect, factory-fitted ESU decoder and provision for easy installation of DCC

Also announced at the Warley NEC show in November -was a OO gauge version of the 1950s-1970s 'B Tank' wagon in various Esso and Mobil liveries. With an RRP of £21.95 it should be released in 2016 and the 'Class A' variant will also be offered in Esso colours.

As this edition of **BRM** is published, the first versions of the LNER/BR Gresley O2 2-8-0 (pictured left) should be arriving. Look out for a comprehensive review in our March issue

www.heljan.dk

LASER-CUT **GOODS SHED**



Osborn's Models of Bideford is now offering an exclusive laser-cut kit of the famous GWR goods shed at Tetbury in 2mm:1ft scale. Superbly designed and produced, the kit is manufactured in micro-plywood and card and costs £29.00 (plus P&P). See the website for more details of this and Osborn's other laser-cut kits for N scale.

www.osbornsmodels.com T 01237 423453

WISHLIST 2015: YOUR MOST WANTED MODELS

or the second year in succession, a working accessory has topped the 'most wanted' list for new 00 gauge models. An operating, steamera gated crossing polled more than 100 votes ahead of the nearest locomotive, a BR Standard 2MT 2-6-0. In fact, mixed traffic 'Moguls' took the top three spots behind the winner, with a Standard 3MT 2-6-0 and Maunsell 'U' moving up the list this year. The most popular nonsteam item was a BR Class 120 DMU in ninth place. However, D&E era subjects fared poorly overall, taking just seven of the top 50 places.

In N scale, D&E items occupied six of the

00 Gauge Top 10

- 1: Level Crossing: Steam era, gated, single/double
- 2: BR Standard 2MT 2-6-0
- 3: BR Standard 3MT 2-6-0
- 4: SR Maunsell 'U' 2-6-0
- 5: Working 70ft Turntable
- 6: GWR 'Manor' 4-6-0
- 7: SECR 'H' 0-4-4T
- 8: BR Standard 2MT 2-6-2T
- 9: BR Mk 1 POS/POT/BPOT Travelling Post Office
- 10: BR Class 120 Cross-Country DMU

N Gauge Top 10

- 1: BR Mk 1 POS/POT/BPOT Travelling Post Office
- 2: Class 92 electric
- **3:** Level Crossing: Steam era, gated, single/double track
- 4: Class 117/118 DMUs
- 5: BR Breakdown Crane with staff & tool vans
- **6:** LMS 10000/01 diesels
- 7: BR Mk 2d stock
- 8: BR Class 158 DMU
- 9: LSWR/SR 'King Arthur' 4-6-0
- 10: BR Mk 2b/c stock

top ten spots and 22 of the Top 50. BR Mk 1 For a full list of how the votes were cast, overall and in each category, TPO vehicles came top, followed by Class 92, go to www.rmweb.co.uk a working level crossing and Class 117/118 suburban three-car DMUs.

www.RMweb.co.uk **BRM** February 2016

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Our Shop for HO, 0, G and 1 gauge is better than this denglish.

For smaller stuff (N gauge): www.dm-toys.de

DMTOYS

DAPOL CLASS 73/1



new Class 73 to modern standards has been a long time coming. With all due respect to Dapol, it was long overdue even before the Welsh company announced it a few years ago. Over the last decade, we've seen new models of most BR diesel and electric locomotives, from the mass-produced types to one-off prototypes, but Southern Region modellers had to content themselves with the Lima/Hornby '73' dating from 1987. Reasonably good for its time, that model is no match for more contemporary products and so it's good to see this popular class finally getting the attention it deserves.

Kindly supplied by Dapol for review is 73138 in late-1980s/1990s 'Dutch' grey/yellow livery, as applied to departmental sector locomotives in the final years of BR. However, the initial batch of models includes many other options, ranging from original BR(S) green through various versions of BR blue, InterCity and Pullman umber/cream to privatisation era liveries such as Gatwick Express,

GB Railfreight and Network Rail yellow. Many are on general release via Dapol stockists, but several others are exclusive to certain retailers - see www.dapol.co.uk and our advertisement pages for more information

Like it's Lima predecessor, the 'ED' is being offered either as one of the original six 'JA' (Class 73/0) prototypes or 'JB' (Class 73/1) production locomotives built a few years later. For a detailed history of the full-size machines and some superb archive photographs of them in action, turn to page 84.

IMPROVED DETAIL

Lifting the model out of its sturdy packaging, it's immediately evident how much extra detail there is on Dapol's model compared to the old Lima/Hornby '73'. Gone are the days of moulded-on jumper cables, handrails and underframe equipment compromised by the presence of

Ben Jones takes a first look at this much-needed new model of the Southern Region's versatile and long-lived electro-diesel.

a large steel ballast weight between the bogies.

Instead, we now have a superbly detailed underframe composed of separately fitted fuel tanks, AWS receiver, vacuum exhauster and motor generator set, each neatly moulded and with separate pipe runs/conduits where appropriate. Either side of this are the outstanding bogies, which have several layers of detail representing the primary suspension detail, traction arms and vertical dampers, cab footsteps, separate sandboxes and sandpipes, third-rail shoegear, guard irons and brake actuators. Impressive stuff.

Moving up, the bodyshell also features plenty of extra detail that should encourage SR modellers to 'trade up'. It sits squarely on the bogies with an authentically small gap between the body and bogies.

Overall shape is generally very good, although the slightly dimpled cab roof profile doesn't match the dome of the real locomotives. Otherwise, our impression was very positive; it would be easy to regard the design as a 'box on wheels' but as with many other classes there are plenty of subtle curves and angles to catch out the unwary. One area apart, Dapol appears to have captured the character of the design extremely well.

That impression is reinforced by the inclusion of features such as etched metal grilles, of which there are seven on the bodysides and roof of a '73/1'. In each case there is some representation of the equipment visible behind through the fine mesh, whether that's a scavenger fan or the starting resistances and angled framework behind the lower bodyside grilles. The use of separate components for



www.RMweb.co.uk BRM | February 2016





the SR 27-way control cables on each cab front also makes a huge visual improvement over earlier models. These have been well depicted, right down to the small retaining pockets above the bufferbeam.

Bodyside details such as the battery box doors and catches, access doors, smaller grilles and ventilation slots are all present and correct.

Two-tone horns, pantograph style windscreen wipers and wire

handrails are also fitted as finely rendered separate components. The roof matches published drawings and photographs closely, although the riveted transverse plate adjacent to the diesel engine exhaust port is thicker than it should be and more prominent than on any of the full-size locomotives we studied.

Cab interiors have been neatly modelled, albeit as entirely in grey plastic. Driver and secondman chairs, control desk and partitions are all included and all would benefit from a little attention from a paintbrush.

As you'd expect with a class that has been active for more than 50 years, a number of modifications have been made over the years and Dapol has catered for these in its tooling. The model shown is in early-1990s condition with sprung metal Oleo round buffers and a centrally-positioned high-intensity headlight, as fitted from mid-1990 onwards. A February 1993 photograph of 73138 shows it with a cab-to-shore radio aerial clumsily fitted on the

right-hand side of the cab roof - a simple modification for anyone wanting to personalise their model.

DECORATION

Until the mid-1980s, Class 73s went about their business almost unnoticed. All were painted BR blue, and only 'Royal' locomotive 73142 *Broadlands* gained any notoriety before the advent of Gatwick Express. But since then, more than 40 different liveries and dozens of names have adorned the class, presenting model manufacturers



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Separate underframe

components are a huge step forward for the '73'.

WANT TO KNOW MORE?

Find out what Dapol Class 73 buyers are saying about their

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LIMITED EDITIONS

32-900Y	CL108 in Blue/Grey, black window
	surrounds, Welsh Dragon
	embelishment on front C970£69.95
33-300F	20t ToadBrake GWR Gry Merthyr£11.35
37-557X	TTA Shell Black 5178£10.85
37-557Y	TTA Shell Black 5169£10.85
	All Weathered
37-659Z	Benzole set of Three£29.95
37-577W	TTA Shell Black 5172£10.85
37-675U	Mobil set of Three£29.95
37-711Y	Pack of 3 GWR Cattle wagons . £27.20
	Non Weathered
37-711Z	Pack of 3 GWR Cattle wagons .£27.20
	Weathered
37-730Z	GWR Vent Vans Weathered£25.45
	Set of Three

NEW RELEASES

R3004	BR Serlby Hall weathered £116.45
R3004X	BR Serlby Hall weathered £133.45
R3266	Class 60 Subsector Quinag £139.45
R3371	Mallard Railroad Version£74.00
R3313	4F LMS£87.45
R3314	4F BR Early£87.45

HORNBY

R3303	D16/3 BR Early	£100.95
R3233	D16/3 LNER	
R3234	D16/3 BR Early	
R3235	D16/3 British Railways	
R3284	LNER Flying Scotsman	£87.90
R3276	LMS Compound	
R2881	LMS Class 5 Black	
R3229	British Monarch	£119.25
R3245TTS	A1 Tornado	£135.75
R3114A	B1 BR Late	
R2744	Schools Blundells BR	
R2843	Schools Dulwich SR	£94.45
R2916	CL2800 GWR	£93.45
R2917	2800 Class BR	£103.99
R2917X	CL2800 BR	
R3010	N15 Sir Sagramore	£119.45
R3010X	N15 SR	£133.95
R3016A	Standard 4MT BR Black	£109.00
R3017	BR Patriot	
R3088X	LNER Class 01	£109.50
R3025	J94 LNER	£55.45
R3206	BR Blue Tornado	£98.45
R3228	Austerity NCB	£65.75
R3225	GWR 72XX	£114.45
R3226	BR 72XX	£114.45
R2844	Schools 'St. Lawrence' BR/E	£93.75
R3194	Schools 'Epsom' BR/E	£111.95
R2740	J94 WPR	£41.95
R2784X	Mallard Green	£85.00
R3005X	28XX BR Wthd	£116.50
R3005	28XX BR Wthd	£102.95
R3110	61XX BR	£78.45
R3169	Olton Hall Red	£72.50
R3098	Railroad Tornado	
R3118	Castle BR 'Penrice'	
R3074	King GWR (Stamp Collection).	
R3301	Earl of Mount Edgcumbe	
R3329	BR Late S15	£123.99
R3327	SR S15	£123.99

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R3302	Return from Dunkirk	£229.75
R2696	CL101 - 2 Car	£65.25
R2806	Dean Single LMS Pack	£124.75
R2815	Southern Suburban Ltd	£159.00
R2986	Date with the Duchy	£179.90
R3059	Tornado Train Pack	£128.45
R3098	BR Tornado	£93.45
R3186	Titfield Thunderbolt Set	£98.45
31-088	BR Black Earl	£118.9
31-089	GWR Earl	£118.9

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

DIL	SEL/ELLUTTITO EUUUNIUTTV	LU
R3340 BI	R Green 2Hal	£119.75
R3332 F0	GW Class 153	£82.75
R3353 Se	ntinel Balfour Beatty	£49.45
R3355 Se	ntinel Wabtec	£49.95
R3263 Cla	ass 50 Vanguard	£129.75
R3346	Class 92 DB Schenker	
R3275	Class 31 Dutch livery	£55.45
	Class 47	
R3291XS	CL56 Colas	£217.50
R3181	BR Class56	£123.95
R3384	EWS CI67	
R3344	Class 31 Yellow	
R3350	Class 90 Schenker	
R3161B	SR 2 Bil Green	
R3290A	BR 2 Hal Green	
R2508	CL121	
R2508A	CL121	
R2646X	CL56 BR Grey	
R2647X	CL56 BR Grey	
R2755	CL86 BR Les Ross	
R3177	BR 2Bill SR Green	
R3180	Tarmac Sentinel	
R3268	Class 67 Arriva	
R3283	Bagnall Shunter	
R3267	CL67 Arriva	
R2963	Cl.31 Regional Railways	
R2962	Cl. 56 BR Grey 'Oystermouth'	
R3282	Cl. 42 Maroon 'Thruster'	£47.90

HORNBY TRACK

	HOIRDT HIAOK	
R070	Turntable	£57.95
R083	Buffer Stop	£1.35
R207	Track Fixing Pins	£2.50
R394	Hydraulic Buffer	£3.95
R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad	
R605	Double Curve 1st Rad	£2.05
R606	Curve 2nd Rad	
R607	Double Curve 2nd Rad	£2.20
R608	Curve 3rd Rad	
R609	Double Curve 3rd Rad	
R610	Short Straight	
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	
R617	Uncoupling Ramp	£2.30
R618	Double Isolating Rail	
R620	Railer Uncoupler	
R628	Half Curve 3rd Rad	
R643	Half Curve 2nd Rad	
R3345	Class 66 Freightliner	
R8026	Power Track	
R8072	LH Point	
R8073	RH Point	
R8074	LH Curved Point	
R8075	RH Curved Point	
R8076	Y Point	
R8077	LH Express Point	
R8078	RH Express Point	£13.95

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	TRACK ACCESSORIES	
R076	Footbridge	£11.85
R169	Junction Home Signal	£9.75
R170	Junction Distant Signal	£9.75
R171	Single Home Signal	£7.50
R172	Single Distant Signal	£7.50
R189	Single Brick Bridge	£6.30
R394	Hydraulic Buffer	£3.95
R406	Colour Light Signal	£18.95
R499	River Bridge	£10.70
R574	Trackside Accessories	£10.00
R626	Point Underlay	£3.20
R636	Double Level Crossing	£14.50
R638	Track Underlay	£7.95
R645	Single Level Crossing	
R657	Girder Bridge	£11.45
R658	Inclined Pier Set	£8.50
R659	High Level Pier Set	£5.60

Elevated Track Side Walls......£16.45 R909

32-085	Class 56XX BR	
31-980	Standard 3MT BR	
31-981	Standard 3MT BR	£101.95
31-780	Swithland Hall	£106.20
31-781	Foremarke Hall	£106.20
31-782	Thirlstaine Hall	£114.70
31-783	Fountains Hall	
35-075	E4 LBSC	
35-076	E4 Southern	
35-077	E4 BR Early	
35-078	E4 BR Late	
31-635	GWR 64XX	
31-636	BR 64XX	
31-001	Robinson BR Late Crest	
31-002	Robinson BR Early Crest	
31-003	Robinson LNER	
31-117DC	4MT BR Black	
31-127	CL3000 BR ROD	
31-128	BR ROD Weathered	
31-136DC	D11/2	
	Patriot BR Late	
32-261	WD Austerity	
31-350	Class A2 Sugar Palm	
31-527	A2 Tudor Minstrel A/Green	
31-627A	Class 3F LMS	
31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	
31-933	BR Compound Late Crest	
	BR Compound	
	WD Austerity	
32-500	5MT Class BR - 73068	
32-550A	A1 Tornado Apple Green	
32-509	BR 5MT Early Crest	£104.55
32-954	4MT BR Early	£87.50
32-955	4MT BR Late	
31-465	C Class BR	
31-138	D11/2 Black Early	
31-189	Jubilee 'Falkland Islands'	
32-129A	Prairie BR Black	
32-154A	N Class BR Black Wthd	
32-233	3F SDJR Blue	
32-508	5MT BR Green	
32-828A	Ivatt 2MT BR Green	
32-954	4MT BR Black Early	
32-955	4MT BR Black Late	
31-979A	3MT BR Black Wthd	£80.75
31-626A	3F BR Black Early	
OT OLON	or bit black Larry	

BACHMANN

32-762DS	Virgin Class 57 Hood	£203.95
32-763	DRS Class 57	£106.95
31-265	MLV Green	£62.45
31-266	MLV Green with yellow panel.	£62.45
31-267	MLV Blue/Grey	£62.45
31-268	MLV NSE	£83.26
31-269	MLV Jaffa	£83.26
31-326	CL105 BR Green	£79.45
31-327	CL105 BR Green	£79.45
31-377	CL416 2EPB	
31-425A	CL411 Green	
31-426	CL411 BR Green	
31-535	CL105 BR Blue Power Twin	
31-537	CL105 Small Yellow Panel	
31-575	Windhoff MPV NWR	
31-576DC	Windhoff MPV NWR	
31-577	Windhoff Railtrack	
31-655	Class 47 Railfreight	
31-658	Class 47 Petroleum Sector	£97.70

ack Supports	£6.45
HORNRY	

HORNBY Control Equipment			
044	Point Switch	£8.75	
046	Two Way Switch	£5.95	
047	On/Off Switch	£5.95	
602	Power Connecting Clip	£1.50	
8014	Point Motor	£3.65	
8015	Point Motor Housing	£2.95	

	BACHMANN	
	STEAM LOCOMOTIVES	
2-084	Class 56XX GWR	
2-085	Class 56XX BR	
-980	Standard 3MT BR	
-981	Standard 3MT BR	
-780	Swithland Hall	
-781	Foremarke Hall	
-782	Thirlstaine Hall	
-783	Fountains Hall	
-075	E4 LBSC	
5-076	E4 Southern	
5-077	E4 BR Early	
5-078	E4 BR Late	
-635	GWR 64XX	
-636	BR 64XX	£72.21
-001	Robinson BR Late Crest	
-002	Robinson BR Early Crest	
-003	Robinson LNER	
	4MT BR Black	
-127	CL3000 BR ROD	
-128	BR ROD Weathered	
-136DC	D11/2	.£115.90
-213DS	Patriot BR Late	
2-261	WD Austerity	
-350	Class A2 Sugar Palm	
-527	A2 Tudor Minstrel A/Green	£96.45
-627A	Class 3F LMS	
-628DC	Class 3F BR weathered	
-931	LMS Compound	
-933	BR Compound Late Crest	£112.88
-032DC	RR Compound	£127 75

DIESEL/ELECTRIC LOCOMOTIVES

DIEGEL/ ELECTRIC EGGGINGTIV	
32-762DS Virgin Class 57 Hood	£203.95
32-763 DRS Class 57	£106.95
31-265 MLV Green	£62.45
31-266 MLV Green with yellow panel.	£62.45
31-267 MLV Blue/Grey	£62.45
31-268 MLV NSE	£83.26
31-269 MLV Jaffa	£83.26
31-326 CL105 BR Green	£79.45
31-327 CL105 BR Green	£79.45
31-377 CL416 2EPB	£85.99
31-425A CL411 Green	£103.99
31-426 CL411 BR Green	£103.99
31-535 CL105 BR Blue Power Twin	£84.45
31-537 CL105 Small Yellow Panel	£84,45
31-575 Windhoff MPV NWR	£104.00
31-576DC Windhoff MPV NWR	£114.00
31-577 Windhoff Railtrack	£104.00
31-655 Class 47 Railfreight	£86.35
31-658 Class 47 Petroleum Sector	
31-679 Class 85 Electric Blue	£118.95

32-680	Class 45 Blue	£101.95
32-681	Class 45 Green	£101.95
32-408	Class 25/3 BR Blue	£93.45
32-045	Class 20 Railfreight	£93.45
32-475	DC Class 40 BR Blue	£87.75
32-515A	Derby Lightweight	£93.97
32-750	DC - CL57 FL - 57008	£52.95
32-784	Class 37 Mainline	£106.20
32-785DS		
32-786	Class 37 EWS	
32-904DC	CL108 BR Blue	
32-906	CL108 Green 2 car	£93.50
32-910	CL108 Blue/Grey	£74.95
32-937	Class 150 Centro	£127.45
32-928	Class 150 Sprinter	£135.95
31-363	03 BR Blue Wthd	£76.45
31-364	03 BR Green Wthd	£76.45
31-365	03 BR Blue	
32-065	Class 43 Zealous	£118.95
32-066	Class 43 Pegasus	
32-067	Class 43 Royal Oak	
32-117	08 BR Green Wthd	£68.45
32-644	Class 20 BR Green	£93.45
32-034A	Class 20 BR Green weathered.	
32-038DS	Class 20 BR Blue	
32-734A	Cl. 66 D.B. Schenker Wthd	
32-815	Cl. 47 Intercity	
32-913	Cl. 108 Green w/ Whiskers	£114.50
32-815	Class 47 Intercity	£89.20

O GAUGE

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£99.75	Class 05 BR Green	H2501
£99.75	Class 05 BR Green	H2502
	Class 05 Cider Queen	H2503
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MINERVA PECKETT 'E'

The barriers to modelling in O gauge continue to fall as more new budget price locomotives appear. **Andy York** checks out the debut model from this new supplier.



manufacturer founded by Chris Klein and Chris Basten. Their pedigree was established through Ixion Model Railways, which is now focusing on Australian prototypes, and Dragon Models which has produced many locomotive, carriage and wagon kits in 7mm and 4mm scale. Minerva made its first announcement in March and nine months later has delivered its first product, on time and on budget.

Peckett & Sons' 'E' Class, a
15in cylinder 0-4-0 saddle tank
industrial design, is quite typical in
appearance for a Peckett locomotive
and 52 examples were built
in Bristol between 1903
and 1940. A quarter of
the type was delivered to
Ebbw Vale Iron & Steel
Company with the balance
to assorted industrial users

the type was delivered to
Ebbw Vale Iron & Steel
Company with the balance
to assorted industrial users
from Llanelli to Lanarkshire,
including seven locomotives
for Woolwich Arsenal and one
exported to a New Zealand colliery.
Six locomotives passed through the
ownership of Swansea Harbour Trust

through to the Great Western Railway and, in turn, to British Railways. No. 1143 was finally withdrawn in 1960 after 52 years service.

Sadly none survived to be preserved but diligent referencing of works drawings by Minerva has produced an accurate and recognisable model which captures the character of the 30 ton machine very well. The injection moulded

plastic body captures
fine detail well with
superbly defined
rivets whilst the
die-cast chassis
contributes to the
solid feel of the
model which weighs in

at 460g. The plastic-centered

The plastic-centered and steel-tyred wheels are good representations of the 3ft 7in

wheels but may benefit from the addition of aftermarket cosmetic balance weights. Finescale wheels lead to it being marketed as suitable for 36in radius curves but it may be possible to reduce this. The model picks up current from wipers on the rear face of all four wheels and delivers power to the high-torque motor attached to a brass flywheel. Drive is via a 40:1 gearbox to the rear axle which gives very smooth slow running.

Three-link couplings attached to a sprung draw hook are fitted, which along with the lightly sprung buffers give pleasurable shunting operation. The wire handrails and knobs are correctly angled into the tank cladding and piping below the saddle tanks is picked out in red on the version reviewed here. The safety valves and whistle are plastic parts with a dull brass paint finish. In total, the model is assembled from more than 200 individual components.

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0-4-0ST

A superb selection of extra detailing parts is provided with the model.

FACT FILE

- ▶ MANUFACTURER Minerva Model Railways
- ▶ MODEL MOS-PLGL Peckett 'E' Class 0-4-0ST, lined green
- PRICE RRP £255.00
- **AVAILABILITY** www.minerva modelrailways.co.uk
- **REVIEW** Andy York

a warning bell for working on tracks at the side of roads. Minerva provides such a bell which requires a small hole to be drilled in the top of the tank 8mm forward of the cab.

Two brass etch sheets are included, the larger one includes GWR cabside numberplates for three of the locomotives either with GWR or BR numbers and smokebox door numberplates for Nos. 1141/43/45. On the same etched sheet are squares for the cabside window shutters and lamp brackets for the owner of the model to fit as appropriate. The second sheet has five pairs of worksplates with different numbers

and build dates. Lettering and numbering is raised on the oval etched plates whereas it should be engraved characters with an oval border. However, it would

be difficult to notice the difference under normal viewing and if anyone wishes to replace the plates or choose different numbers I note that Narrow Planet can supply worksplates with vour choice of number and build date for just £3.00 a pair. A toolbox is also included for GWR/BR versions and should be placed on the driver's side running plate just in front of the cab.

Six small screws need to be removed to take the body and

running plate off the chassis. It felt a tight squeeze but with gentle leverage and a little wiggling the body comes off giving easy access to the decoder socket mounted over the

> flywheel. Our cutaway photograph shows that there is space inside the bodyshell to

include other equipment such as 'Stay Alive' capacitors or a smoke generator. Space for a 20mm diameter speaker for

DCC sound is provided in the chassis with a chamber between the cylinders.

Minerva supplies the model ready-lubricated and its operation was very smooth even before any running-in. However, a 30 minute run is recommended in each direction to bed the mechanism in. A six-month warranty is standard on all new models. The Peckett is also available in unlined black and GWR unlined green, all of which provide ample scope for detailing and weathering.

I liked the model as soon as
I opened the box, now I've looked
closely, run it and referenced material
I absolutely love it. This year has been
a good one for O gauge products
which are likely to encourage
newcomers into the scale. It will be
interesting to see the result when
Minerva's Peckett meets the Dapol
'Terrier' in the British Model Railway
Awards!

 Thanks to David L.O. Smith of the Industrial Locomotive Society and Martyn Bane for their assistance with this review.



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EVENT **DIARY**



CONTACT US

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

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Closing date for the Spring issue is February 1

Suitable for disabled visitors.

Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

EXHIBITIONS

9TH-10TH JANUARY

The Pratts Bottom Model Railway Show

The Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Orpington, Kent BR6 7PQ **Saturday:** 1000 - 1700

Sunday: 1000 - 1700 **Prices:** £3.50 adult, £1.50 child

Tel: 0773 3461 477

Web: www.orpingtonmodelrail.org.uk

9TH-10TH JANUARY

Kidlington Scoutrail 2016 Exeter Hall, Kidlington, Oxfordshire **Web:** www.scoutrail.org.uk

10TH JANUARY

Weston Super Mare Model Train Show

The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare, Somerset BS24 7DX

Sunday: 1000 - 1640

 $\textbf{Web:} \ www.westonsupermare trainshow.com$

15TH-17TH JANUARY

London Model Engineerng Exhibition

2016 Alexandra Palace, , London N22 7AY

Friday: 1000 - 1700 Saturday: 1000 - 1700 Sunday: 1000 - 1630

Prices: £11.00 adult, £4.00 child, £10.00 OAP Web: www.eventageouspr.co.uk

16TH-17TH JANUARY

2016 St Albans Model Railway

Exhibition Alban Arena, St. Peters Street,

St. Albans, Hertfordshire **Saturday:** 1000 - 1730 **Sunday:** 1000 - 1630 **Prices:** £8.00 adult **Tel:** 01438 715580

Web: www.cmra.org.uk/stalbans.html

16TH JANUARY

Bridport & District Model Railway Club

Exhibition Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF **Saturday:** 1000 - 1600

Prices: £3.00 adult, £1.00 child **Tel:** 013078 861754

Astolat Model Railway Circle

Exhibition Guildford County School, Farnham Road, Guildford, Surrey GU2 4LU

Saturday: 1000 - 1700 **Prices:** £6.00 adult, £3.00 child,

£12.00 family
Tel: 01483 722098
Web: www.astolatmrc.co.uk

17TH JANUARY

SNCF Society Model Rail Show & Winter Rendezvous Lenham Community
Centre, Groom Way, Lenham ME17 2QT

Sunday: 1000 - 1700 **Prices:** £4.00 adult, £1.50 child

23RD JANUARY

Egham & Staines Model Railway Exhibition Manor Croft School, Wesley Drive, Egham, Egham, Surrey TW20 9LX

Saturday: 1030 - 1700

Prices: £5.00 adult, £2.50 child, £4.00

OAP, £12.50 family (2 + 2) **Tel:** 07826 724063 **Web:** www.esmrs.co.uk

23RD-24TH JANUARY

City of Canterbury Model Railway Society Annual Exhibition St Anselms School, Old Dover Road, Canterbury,

Kent CT1 3EN

Saturday: 1000 - 1700 **Sunday:** 1000 - 1630

Prices: £5.00 adult, £3.00 child, £4.00

OAP, £13.00 family (2 + 2) **Tel:** 01227 738789 **Web:** www.ccmrs.co.uk

Calne Model Rail Show 2016 Calne

Leisure Centre, (follow signs to Sports Centre), White Horse Way, Calne,

Wiltshire SN11 0SP
Saturday: 1000 - 1700
Sunday: 1000 - 1630
Prices: £4.50 adult, £3.00 child
Tel: 01249657283 / 01249819160

Web: www.bmrg.org.uk

30TH JANUARY

Southampton Model Railway

Exhibition Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA

Saturday: 1000 - 1700 **Sunday:** 1000 - 1630

Prices: £7.00 adult, £3.00 child (5-15yrs),

£17.00 family (2+2) **Tel:** 01489 799809

Web: www.southamptonmodelrailwaysociety.

wordpress.com

30TH-31ST JANUARY

Kendal Model Railway Exhibition Leisure

Centre, Burton Road, Kendal, LA9 7HX

Saturday: 1000 - 1700 **Sunday:** 1000 - 1700

Prices: £5.60 adult, £3.00 child, £4.60

OAP, £15.20 family (2 + 2) **Tel:** 01539 731738 **Web:** www.kendalmrc.org

Kilmarnock & District Model Railway

Club Exhibition Volunteer Rooms, 19 High Street, Irvine KA12 0BA Saturday: 1000 - 1700 Sunday: 1200 - 1600

Prices: £4.00 adult, £3.00 concessions,

£12.00 family (2 + 2) **Tel:** 01563 533393

Web: www.kilmarnockmrc.com

Pontefract Model Railway Exhibition

NEW College, Park Lane, Pontefract, West Yorkshire WF8 4QR

Saturday: 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £5.00 adult **Web:** www.nprms.org

Longfield Model Railway Exhibition

2016 Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH Saturday: 1000 - 1700 Saturday: 1000 - 1600

Prices: £7.00 adult, £3.00 child (5 - 15yrs), £6.00 concessions (2 + 3)

Tel: 07736 560956

Web: www.erithmrs.ukmodelshops.co.uk

31ST JANUARY

G Scale Society Kent Group - Winter Meet Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, ME9 9TU

Sunday: 1100 - 1600 Prices: £2.50 adult, £1.00 child Web: www.gscalekent.co.uk

Bristol 7mm Exhibition UWE Bristol Exhibition Centre, Filton Road, BS34 8QZ

Sunday: 1000 - 1600 **Prices:** £7.00 adult

Web: www.bogg7mmexhibition.com

6TH-7TH FEBRUARY

Stafford Model Railway Exhibition

Stafford County Showground, A518 Weston Road, Stafford, Staffordshire ST18 0BD

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New Venue

The Longfield Academy
Main Road
Longfield, Kent DA3 7PH

Saturday [&] Sunday 30th January 2016 31st January 2016

(10.00am to 5.00

Society Stands

Extensive Trade Support Hot & Cold Refreshments

Adults £7.00 Children £3.00 Concessions £6.00 Family (2+2) £18.00

Demonstrations

Static Displays

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LOTS TO SEE AND DO

- Model trains, boats & tanks
- Passenger carrying locomotives
- Radio control planes & trucks in fabulous Model Active Zone
- · Meccano, Horology & more...

EET THE CLUBS AND SOCIETIES

Over 50 national & regional clubs and societies attending

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OVER 55 LEADING SPECIALIST SUPPLIERS PRESENT. EVERYTHING HOBBYISTS

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London Model
Engineering Exhibition

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TICKETS NOW	Adult
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 FULL PRICE TICKETS**

 Adult
 £9.50
 £11.00

 Senior Citizen
 £8.50
 £10.00

 Child (5-14 yrs)
 £3.00
 £4.00

Tickets are available via our website at iscounted prices until 8th January 2016. *Full price tickets are available on the day om the ticket office.

If you call to book a ticket over the phone there will be a £1.00 administration fee on top of the online ticket price to a maximum value of £3.00 per order.

For groups of 10 or more, 10% discount applies. Quote GRP10 online.

www.londonmodelengineering.co.uk





EVENT **DIARY**

Saturday: 1000 - 1700 **Sunday:** 1000 - 1630

Prices: £9.00 adult, £1.00 child, £9.00

OAP. £9.00 concessions Tel: 01785 211992

Web: www.staffordrailwaycircle.org.uk

FEBEX 2016 Model Railway

Exhibition Eggars School, London Road, Alton, Hampshire GU34 4EQ **Saturday:** 1030 - 1700 **Sunday:** 1030 - 1600 Prices: £4.50 adult (16yrs) Tel: 01730 301115 Web: www.altonmrg.co.uk/febex

12TH-13TH FEBRUARY

The Salvation Army South Shields -Model Rail 2016 The Salvation Army Hall, Wawn Street, South Shields NE33 4EB

Friday: 1300 - 2000 **Saturday:** 1000 - 1700

Prices: £3.00 adult, £1.50 child, £7.00 family

Tel: 0191 4553710

TH FEBRUARY

Blackpool and North Fylde MRC Open Day Cleveleys Community Centre

and Church, Kensington Road, Cleveleys, Lancashire FY5 1ER 1000 - 1630 Prices: £2.50 adult, £2.00 child (5-15yrs), £2.00 OAP, £7.50 family (2 + 2)Web: www.blackpoolandnorthfyldemrc.co.uk

Warminster Model Railway &

Transport Exhibition Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ

Saturday: 1000 - 1700

Prices: £5.50 adult, £2.00 child, £4.50 OAP, £13.00 family (2 + 2)

Tel: 01985 213458

Newbury Model Railway Club Exhibition

St Bartholomew's School, Andover Road, Newbury, Berkshire RG14 6JP **Saturday:** 1000 - 1630

Prices: £5.00 adult, £2.50 child, £4.50 conc

Tel: 07765 807617 Web: www.newburymrc.co.uk

G Scale Society West Midlands Area Group - Model Railway Exhibition St

Mary's Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN Saturday: 1000 - 1600 Prices: £3.00 adult, £1.00 child

Tel: 01299 403548

Sodbury Vale Model Railway Show

St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG

Saturday: 1000 - 1630

Prices: £5.00 adult, £0.00 child, £5.00 conc

Tel: 01454 327611

Web: www.sodburyvalemrc.co.uk

13TH-14TH FEBRUARY

Cale Rail & GLR 11th Annual Railway Exhbition Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, BA8 ONB

Saturday: 1000 - 1700 **Sunday:** 1000 - 1600

Prices: £4.00 adult. £3.00 concessions

Tel: 07970 113270 Web: www.glr-online.co.uk

The Festival of British Railway

Modelling Doncaster Racecourse,

Doncaster, DN2 6BB **Saturday:** 1000 - 1700 Sunday: 1000 - 1630

Tel: 0844 581 0816

Web: www.model-railway-shows.co.uk

4TH FEBRUARY

ALSRM North Wythenshawe Lifestyle Centre, Portway Road, Wythenshawe, Greater Manchester M22 1QW Sunday: 1000 - 1600 Web: www.alsrm-events.co.uk

20TH FEBRUARY

The Small & Delightful Narrow Gauge Model Show Whitstone School, Charlton Road, Shepton Mallet, Somerset BA4 5PF Saturday: 1000 - 1630

Prices: $\bar{\mathfrak{L}}7.00$ adult, $\mathfrak{L}1.00$ child, $\mathfrak{L}6.00$ OAP, £14.00 family (2 + 2)

Kenavon Railway Society - Reading

Exhibition The Warehouse, 1A Cumberland Road, Reading, Berkshire RG1 3LB **Saturday:** 1000 - 1700

Prices: £4.00 adult, £2.00 child, £2.00 OAP. £9.50 family (2 + 2)

Tel: 07760 285383 Web: www.kenavon.org.uk

East Beds Model Railway Society

Exhibition Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB **Saturday:** 1030 - 1700

Prices: £5.00 adult, £3.00 child, £4.00 concessions, £13.00 family (2 + 2)

Tel: 01626 864943 Web: www.ebmrs.org.uk

Tonbridge Model Railway Club's 35th Annual Exhibition The Angel Centre, Vale

Road, Tonbridge, Kent TN9 1SF **Prices:** £6.00 adult, £1.00 child Tel: 01892 527199 Web: www.tonbridgemrc.com

St James Church & Northants Group **3mm Society Model Railway Exhibition**

& St. James Church, St. James Road, Northampton, Northamptonshire NN5 5LE Prices: £3.00 adult, £2.00 child Tel: 07775 096705

RISEX 2016 Model Railway Exhibition

Community Centre, (adjacent to Springs Swimming Pool), Wades Park, Princes Risborough, Buckinghamshire HP27 9AX

Saturday: 1000 - 1700 Prices: £3.00 adult, £2.00 child Tel: 01296 415107

Web: www.rdmrc.org.uk

Saffron Walden Model Railway Club 2016 Exhibition United Reformed and

Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG

Saturday: 1000 - 1630 Prices: £3.00 adult, £1.00 child, £2.50 family

Tel: 01799 521029

20TH-21ST FEBRUARY

The Diesel & Electric Show The Telford International Centre, Shropshire TF3 4JH Saturday: 1000 - 1645

Sunday: 1000 - 1645 Prices: £9.50 adult Tel: 01507 529529

Web: www.dieselandelectricshow.co.uk

Leicester Model Railway Exhibition

Sileby Community Centre, High Street, Sileby, Leicester, Leicestershire LE12 7RX

Saturday: 1000 - 1630 **Sunday:** 1000 - 1630

Prices: £4.00 adult, £0.00 child (0-14yrs),

OPEN DAYS

23RD JANUARY

Milton Keynes Railway Society Open

Day North House, 1 Bond Avenue, Bletchley MK1 1SW

Saturday: 1100 - 1600 Web: www.mkmrs.org.uk

20TH-21ST FEBRUARY

King's Lynn Model Railway Club Open Days Grimston Village Hall, Pott Row, King's Lynn PE32 1BY **Saturday:** 0900 - 1600

£3.50 OAP, £3.50 concessions, £8.00

family (2 adults +2 children) Tel: 0116 2605760 Web: www.systonmrs.org.uk

Wessex Association of Model Railway

Clubs Exhibition Digby Hall, Hound Street, Sherborne, Dorset DT9 3AA Saturday: 1000 - 1630

Sunday: 1000 - 1600 Prices: £5.00 adult, £2.00 child.

£10.00 family Tel: 07850 474085

York Against Cancer Model Railway

Show The Memorial Hall. Melrosegate. Heworth YO31 ORI **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 Prices: £3.00 adult, £1.00 child

Tel: 01904 630492 / 07538 677540

27TH FEBRUARY

Weymouth Model Railway Association

Exhibition Heathside School, Brooklands Lane, Weybridge, Surrey KT13 8UZ **Saturday:** 1000 - 1630 Prices: £5.00 adult, £2.00 child, £12.00 family

Web: www.wevmouthMRA.org.uk

27TH-28TH FEBRUARY

New Mills 42nd Annual Model Railway Exhibition Chapel-en-le-Frith High School.

Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ Saturday: 1000 - 1700

Sunday: 1000 - 1630 **Prices:** £5.00 adult, £4.00 concessions,

£12.00 family (2 + 2)Tel: 01663 740828 Web: www.nmdrm.co.uk

Lincoln & District MRC Exhibition

Lincoln Showground, Grange-de-Lings, Lincoln, LN2 2NA

Saturday: 1000-1600 Sunday: 1000 - 1600

Prices: £6.00 adult, £3.00 child, £15

family (2+3)

Web: admrc.wix.com/ladmrc

28TH FEBRUARY

Ilkeston (Woodside) Model Railway

Sunday: 0900 - 1600 Tel: 01553 631335

20TH FEBRUARY

HIllingdon Railway Modellers

- Test Track Open Day Yiewsley Baptist Church, Cornerstone Centre, 74 Colham Avenue, Yiewsley, Middlesex UB7 8HF

Saturday: 1000 - 1600 Prices: £4.00 adult Tel: 020 8368 4090

Web: www.hillingdonrailwaymodellers.co.uk

Club Exhibition Trowell Parish Hall Stapleford Road, Trowell, NG9 3QA

Sunday: 1000 - 1630 Prices: £3.00 adult Tel: 01773 712648

TRAIN & TOY FAIRS

9TH JANUARY

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue,

Hawkinge, Kent CT18 7FP **Saturday:** 1000 - 1400 Prices: £2.00 adult

Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

10TH JANUARY

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Sunday: 1000 - 1400 Prices: £2.00 adult

Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

16TH JANUARY

J & J Fairs Ltd - Brentwood The

International Hall, Brentwood Centre, Doddinghurst Road, Brentwood, CM15 9NN

Saturday: 1000 - 1430 **Prices:** £3.00 adult, £2.00 child, £2.50 OAP

Tel: 01522 880383 Web: www.j-jwebbtoyfairs.com

17TH JANUARY

Barry Stockton Fairs - Warrington

Warrington Collegiate, Winwick Road, Warrington, Cheshire WA2 8QA **Sunday:** 1030 - 1500 Prices: £2.00 adult, £0.50 child Tel: 015 334 3362

Web: www.barrystocktonfairs.co.uk

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton,

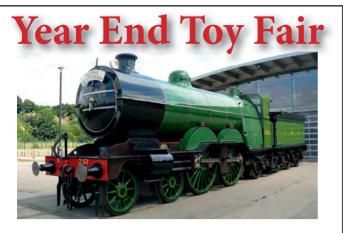
East Sussex BN2 9XZ **Sunday:** 1000 - 1400 Prices: £2.00 adult

Tel: 01322 662729 / 07739 998012

Web: www.srptoyfairs1.co.uk



106 www.RMweb.co.uk **BRM** | February 2016



Sat 13th and Sun 14th February 2016 -Winter Fair & Steam Gala

10.00am to 4.00pm

The National Railway Museum, Shildon Locomotion, Shildon DL4 1PO

Nearest Railway Station - Shildon 100 yds. On Arriva Bus Routes Free Entry and Free Parking • Cafe • Disabled Access

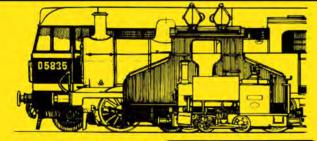
Selection of model railway layouts on display Diecast Model Railways Collectables

For event and trading information

Contact Stuart 01535 642367

or Laurence 07966 333605

Promoted by Tri-angman and Pennine Models on behalf of Locomotion



TIMETABLE ON WEBSITE

Saturday 6th Feb (10am to 5pm)

Sunday 7th Feb (10am to 4.30pm)

Stafford County Showground

ST18 0BD - Situated on the A518, 3 miles East of Stafford Town Centre

Adults £9

Accompanied Children just £1 For a full list of layouts, traders and demonstrators - see our website



www.staffordrailwaycircle.org.uk/exhibition



SQUIRES

MODEL & CRAFT TOOLS

100 London Rd, Bognor Regis, West Sussex PO21 1DD Tel 01243 842424, Fax 01243 842525

Email sales@squirestools.com www.squirestools.com

Squires will be exhibiting at the following shows in 2016 -Diary updated as bookings are confirmed.

Jan 9/10 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30 *Free Parking* Jan 16 - GUILDFORD Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford GU2 4LU. Sat 10-5. www.astolatmrc.co.uk

Jan 23 EGHAM & STAINES Model Railway Exhibition, Manorcroft School, Wesley Drive, Egham, Surrey TW20 9LX. Sat 10.30 - 5.00 **Close to Egham Town Centre, 5 Mins walk Egham Station** Jan 23/24 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wiltshire. SN11 0SP *Free parking at the Show*, Sat/Sun 10-5

Jan 30/31 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, 1A9 7HX Sat/Sun 10-5

Jan 30/31 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX. Sat/Sun 10-5.

Jan 31 - BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Brisrtol, BS34 8QZ. Sunday 10 - 4.

Feb 13 NEWBURY MODEL RAIL SHOW St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10 - 4.30pm. 13 Layouts - Free Parking, Close to Newbury Railway Station.

Feb 14 - MANCHESTER ALSRM NORTH 'O' Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW Sun 10 - 4pm Free Parking - Test Track, 16 layouts.

Feb 20 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9 1SF, Sat

Feb 20 - IONBRIDGE Model Railway Exhibition, The Angel Centre, Tonoridge, Kent, TN9 1SF, Sat 10 - 5pm. www.tonbridgemrc.com

Feb 19/20/21 - BRIGHTON Model World 2015 Brighton Centre, Kings Rd, Brighton, BN1 2GR 10-5pm. **We are in our Normal Postion in the EAST WING - Beat the queues! - enter via the Pay Desk at East Wing **

Feb 26/27/28 - GLASGOW Model Rail Scotland 50th Aniversay Show, Scottish Exhibition Centre, Glasgow, G3 8YW. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5. Coming to Glasgow? Why not try Saturday or Sunday? The show is less busy see more of the layouts AND a lot easier to get to our

stand!!!

Mar 5 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10 - 4.00.

Mar 5/6 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 12/13 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 *FREE Parking*

Mar 12/13 - NOTTINGHAM East Midlands Model Railway Exhibition Hadden Park High School, Harvey Road, Bilborough, Nottingham, NG8 3BB. **Plenty of FREE Parking ** Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 12/13 - BASINGSTOKE Model Palters 54.4 Model Palters 54

Harvey Road, Bilborough, Nottingham, NG8 3BB. **Plenty of FREE Parking.** Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 12/13 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way. Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

Mar 19 - ABINGDON ABRAIL 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drice, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5pm. *Note CHANGE of DATE*

Mar 20 - STAFFORD G Scale Society Show, Stafford County Showground, Weston Rd, Stafford, ST18 0BD. *FREE Parking* Sunday 10 - 5. *Features Normal Squires Stand for all Scales*

Mar 26 - 28 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. Y023

IEV. Saturday/Sunday 10 - 5. Monday 10 - 4.

TeX. Saturday/Sunday 10 - .5, Monday 10 - 4.30.

Mar 26 - 28- YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. YO23

1EX. Sat/Sun 10 - .5, Monday 10 - 4.30. **Advance Tickets Now Available from Squires** T & C's

April 2 - NORWICH Model Railway Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10 - 4,30nm

April 9/10 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. ** PLENTY OF FREE PARKING **

April 16 - NEWPORT - NEWGOG South Wales Show 'O' Gaugue Show, Lysaghts Institute Building, Orb Road, Newport, NP19 0RA. 10am - 4.30pm

April 23 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY10

-4.30.

May 7 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30

May 14 - PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 SXT. Saturday 10 - 4.

May 21 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4.30. New Venue www.swing. model-railway.org.uk.

May 21/22 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union

May 21/22 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesborough, TS1 5NO. Sat/Sun 10 - 5.

May 28/29 - GLASGOW 'O' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10 - 4, Sun 11 - 4. **Free Parking** - **Close to Railway Station** - **NOTE Change of Date**

Jun 4 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD.Sat 10 - 4.00. **NOTE - New Venue & New Date**

Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm

Sept 3/4 - TELFORD GUILDEX 2016, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4. Coming to Telford??? - Why not try Sunday??? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)

Sept 24/25 - HALIFAX Model Railway Exhib, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/

Oct 1/2 - PORTSMOUTH Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7 JU. Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***

Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30
Oct 29/30 - HAZEL GROVE STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 - 5, Sun 10-4. **50th Anniversary - larger show with an extra hall - plenty of FREE parking** - www.hgdmrs.org.uk

www.hgdmrs.org.uk

Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School,
Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10 -5

Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St.
Quentin Gate, Telford, TF3 4JH, Sat 10 -6, Sun 10 -4.00 Free Entry for IPMS Members.

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon – reserve your copy now. Exhibition Invitations always welcomed.

EVENT **DIARY**

Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY Wednesday: 1900 - 2100 Prices: £1.00 adult Tel: 07866 641215

23RD JANUARY SRP Toy Fairs - Henfield Henfield Hall,

Henfield, West Sussex BN5 9DB **Saturday:** 1000 - 1400 Prices: £2.00 adult Tel: 01322 662729 / 07739 998012 Web: www.srptoyfairs1.co.uk

24TH JANUARY

SRP Toy Fairs - Midhurst The Grange, Bepton Road, Midhurst, GU29 9HG **Sunday:** 1000 - 1400

Prices: £2.00 adult

Tel: 01322 662729 / 07739 998012 Web: www.srptoyfairs1.co.uk

26TH JANUARY

SRP Toy Fairs - Tonbridge Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF

Tuesday: 1800 - 2000 Prices: £1.50 adult

Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

30TH JANUARY

Tony Oakes Fairs - Chester The Cheshire County Sports Club, Plas Newton

Lane, Upton CH2 1PR **Saturday:** 1000 - 1500 Prices: £2.00 adult Tel: 01270 652773

31ST JANUARY

SRP Toy Fairs - Colchester Marks Tey Parish Hall, Old London Road, Marks Tey,

Colchester CO₆ 1EN **Sunday:** 1000 - 1400 Prices: £2.00 adult

Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

4TH FEBRUARY

Theydon Bois Toy & Train Fair Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER Thursday: 1900 - 2100 Prices: £1.00 adult

Tel: 07866 641215

6TH FEBRUARY

Tony Oakes Fairs - Stoke-on-Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT Saturday: 1030 - 1400 Prices: £1.00 adult Tel: 01270 652773

7TH FEBRUARY

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster, Worcestershire DY11 7DY **Sunday:** 1030 - 1400

Prices: £1.50 adult Tel: 01270 652773

Barry Stockton Fairs - Haydock Park

Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 1030 - 1500

Prices: £2.00 adult, £0.50 child Tel: 0151 334 3362 Web: www.barrystocktonfairs.co.uk

J & J Fairs Ltd - Lincolnshire The Exhibition Centre, Lincolnshire Showground, Lincoln, Lincolnshire LN2 2NA

MEETINGS & TALKS

7TH JANUARY

Lutterworth Railway Society -Illustrated Talk Cutting Edge United Reformed Church, George Street, Lutterworth LE17 4EF

Thursday: 1930 Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

Southern Electric Group - Sussex Meeting Southwick Community Centre,

BN42 4TE Monday: 1930 - 2200

13TH JANUARY

North London Railway Historical Society Meeting - London Railway Memories Keen House, 4 Calshot Street,

London N1 9DA Wednesday: 1400 Prices: £3.00 adult Tel: 01235 511044

Plymouth Railway Circle - Steven **Andrews "The Classic Traction** Review of 2015" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG

Monday: 1930 Prices: £2.00 adult Tel: 01752 791977

21ST JANUARY

Lutterworth Railway Society -Illustrated Talk - Going For Scrap

United Reformed Church, George Street, Lutterworth LE17 4EF

Thursday: 1930 **Tel:** 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

IRRS "What Lay Behind the 1957 GNR (1) Closures - Steve Rafferty + AGMM

The Cock Tavern, 23 Phoenix Road,

London NW1 1HB Thursday: 1900 Prices: £5.00 adult Web: www.irrs.ie

25TH JANUARY

Nantwich & Market Drayton Railway Society - Hist. Gloucs & Warks Railway King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH Monday: 2000

1ST FEBRUARY

Plymouth Railway Circle "The Railways of France, Ireland & Albania.

St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, PL3 4PG

Monday: 1930 Prices: £2.00 adult Tel: 01752 651014

Mirfield Railway Enthu. Society -

Barry Laycock Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8NL

Monday: 1930

2ND FEBRUARY

The Enfield Transport Circle - Roger Elkin "Trams of the UK & Europe" First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, EN2 6PJ Tuesday: 2000 - 2230

Prices: £3.00 adult Tel: 020 8363 0697

Southern Electric Group - South Hants

Meetings Eastleigh Railway Institute, Romsey Road

Tuesday: 1930 Prices: £3.00 adult Tel: 023 8067 0028

Web: www.southernelectric.org.uk

4TH FEBRUARY

Lutterworth Railway Society -Illustrated Talk - Andy Moyes United Reformed Church, George Street,

Lutterworth LE17 4EF Thursday: 1930 Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

8TH FEBRUARY

Southern Electric Group Sussex Branch - Annual General Meeting etc Southwick Community Centre, BN42 4TE

Monda: 1930 - 2200

15TH FEBRUARY

Plymouth Railway Circle "Somerset & Dorset Steam Memories on Film St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG

Monday: 1930 Prices: £2.00 adult Tel: 01752 651014

18TH FEBRUARY

Lutterworth Railway Society -David Holton Illustrated Talk United Reformed Church, George Street,

Lutterworth LE17 4EF Thursday: 1930 Tel: 01455 203307

Web: www.lutterworthrailwaysociety.co.uk

IRRS "Planning Ireland's Rail Network at the Beginning" - Dr D O'Dwyer The

Cock Tavern, 23 Phoenix Road, London

NW1 1HB Thursday: 1900 Prices: £5.00 adult Web: www.irrs.ie

29TH FEBRUARY

Nantwich & Market Drayton Railway Society - Railways of the Swiss Alps King's Head Inn, Shrewsbury Road, Market

Drayton TF9 3EH **Monday:** 2000

Plymouth Railway Circle "Winnen's

Wandering Ways" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday: 1930**

Prices: £2.00 adult Tel: 01752 651014

Sunday: 1000 - 1430

Prices: £2.50 adult, £1.50 child, £2.00 OAP

Tel: 01522 880383 Web: www.j-jwebbtoyfairs.com

SRP Toy Fair - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS **Sunday:** 1000 - 1400

Prices: £2.00 adult Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

14TH FEBRUARY

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Sunday: 1000 - 1400 Prices: £2.00 adult Tel: 07711 357567 Web: www.srptoyfairs1.co.uk

21ST FEBRUARY

Tony Oakes Fairs - Reading Vintage Toyfair & Exhibition Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ

Sunday: 1030 - 1530 Prices: £3.50 adult Tel: 01270 652773

SRP Toy Fairs - Rayleigh Sweyne Park School, Sir Walter Rayleigh Drive, Rayleigh,

Essex SS6 9BZ **Sunday:** 1000 - 1400 Prices: £2.00 adult

Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk

27TH FEBRUARY

Gateshead International Stadium - Toy & Train Fair Gateshead International Stadium, Neilson Road, (off the Felling bypass), Gateshead, Tyne and Wear NE10 0EF **Saturday: 1000 - 1500** Prices: £3.00 adult, £2.00 child, £2.00

OAP, £2.00 concessions **Tel:** 0750 359955

SRP Toy Fairs - Crowborough

Crowborough Community Centre, Pine Grove, Crowborough, East Sussex TN6 1FE **Saturday:** 1000 - 1400

Prices: £2.00 adult Tel: 01322 662729 / 07739 998012 Web: www.srptoyfairs1.co.uk

28TH FEBRUARY

J & J Fairs Ltd - Huntingdon Wood

Green Animal Charity Centre, The Brittain Arena, King's Bush Farm, Huntingdon, Cambridgeshire PE29 2NH

Sunday: 1000 - 1430 **Prices:** £3.00 adult. £2.00 child. £2.50 OAP

Tel: 01522 880383 Web: www.j-jwebbtoyfairs.com

SRP Toy Fairs - Here Bay The Kings Hall, The Beacon Hill, Herne Bay, Kent CT6 5BA

Sunday: 1000 - 1400 Prices: £2.00 adult

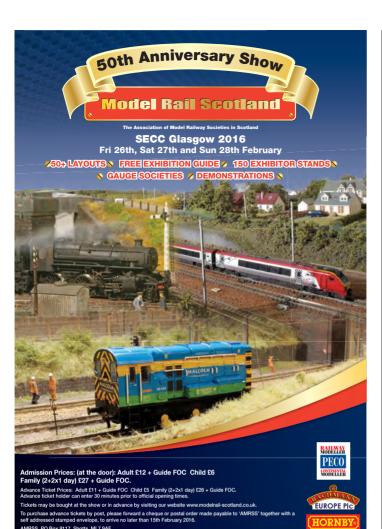
Tel: 0773 9998012 / 01322 662729 Web: www.srptoyfairs1.co.uk



18TH FEBRUARY

Southwark Model Railway Club Training Sessions St Phillip and St Marks Church Hall, Avondale Square off Old Kent Road, Bermondsey SE1 5PD Tel: 02077 329675

Web: www.southwarkmrc.wordpress.com





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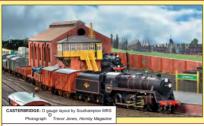
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30th & 31st

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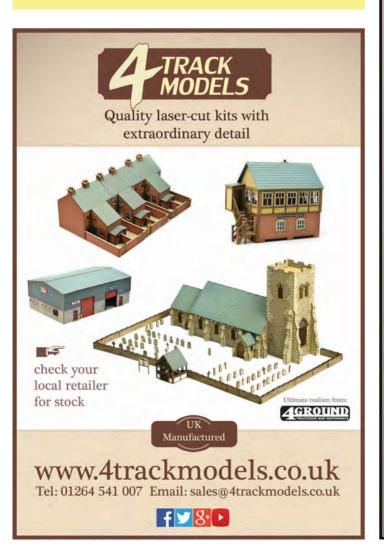
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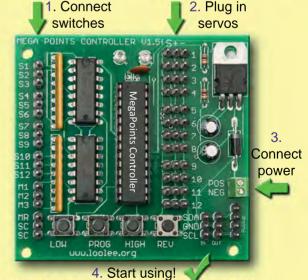
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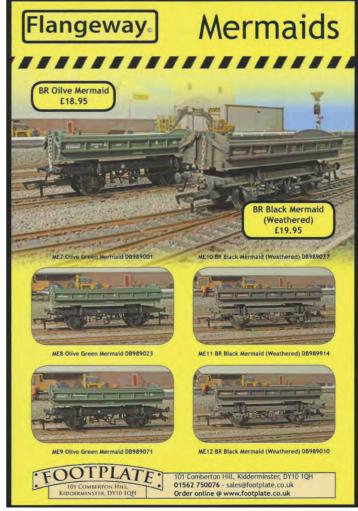


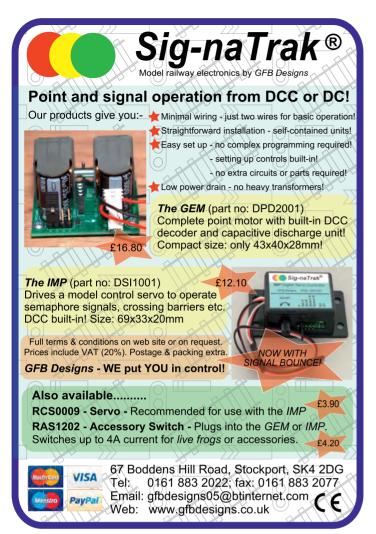
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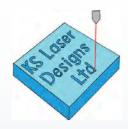
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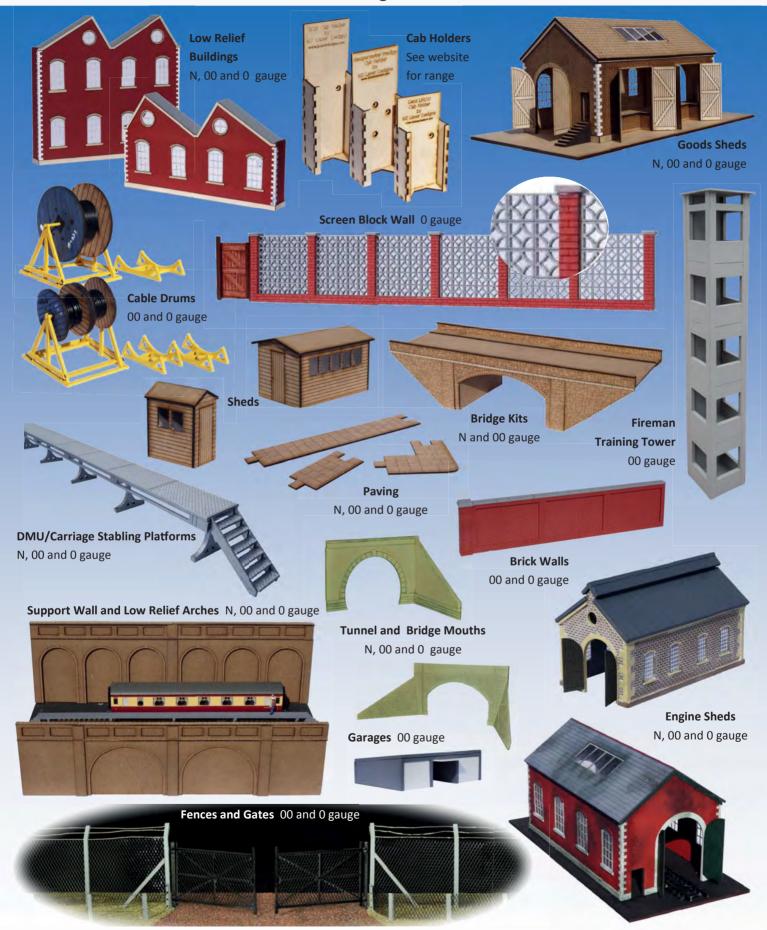
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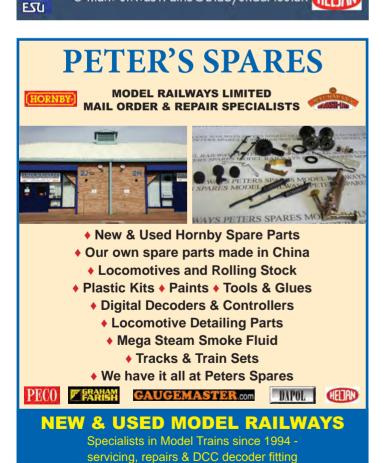
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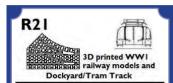
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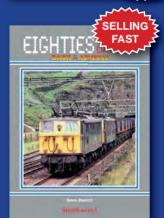
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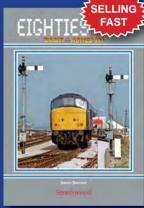
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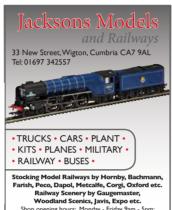
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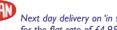
























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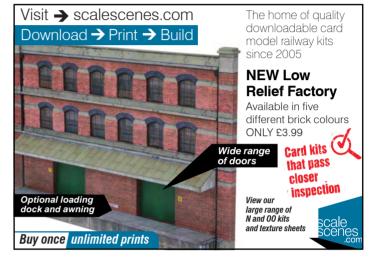








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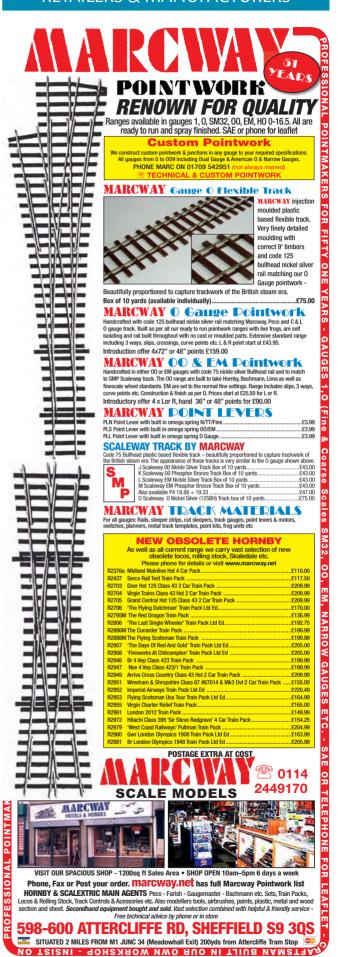
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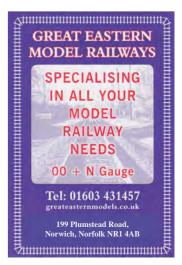
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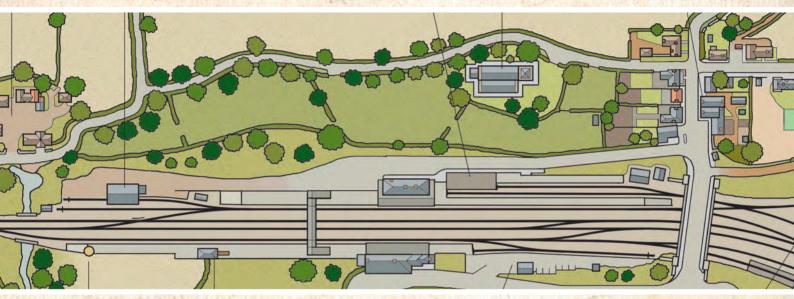


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INTRODUCING...

THE BRM TRACKPLAN ARCHIVE

FEATURING TATES (OO/OO9) I DUNKOW ROAD (N) I APETHORN JUNCTION (O)



This unique new section gives you the chance to build up a library of trackplans and layout ideas. See all this month's layouts in action at the Festival of British Railway Modelling at Doncaster Racecourse on February 13/14.

II how it works

very issue of **BRM** will now include at least three trackplans to cut out and keep (or scan/photocopy if you prefer), building into a unique resource for railway modellers. As all the layouts have been built and completed, you can guarantee that they work and fit into the advertised space. We'll bring you model railways of all shapes and sizes, from tiny micro-layouts in boxfiles to giant exhibition layouts, covering all scales, gauges, eras, regions and types of location.

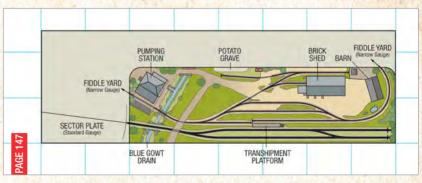
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147 | TATES 149 | DUNKOW ROAD

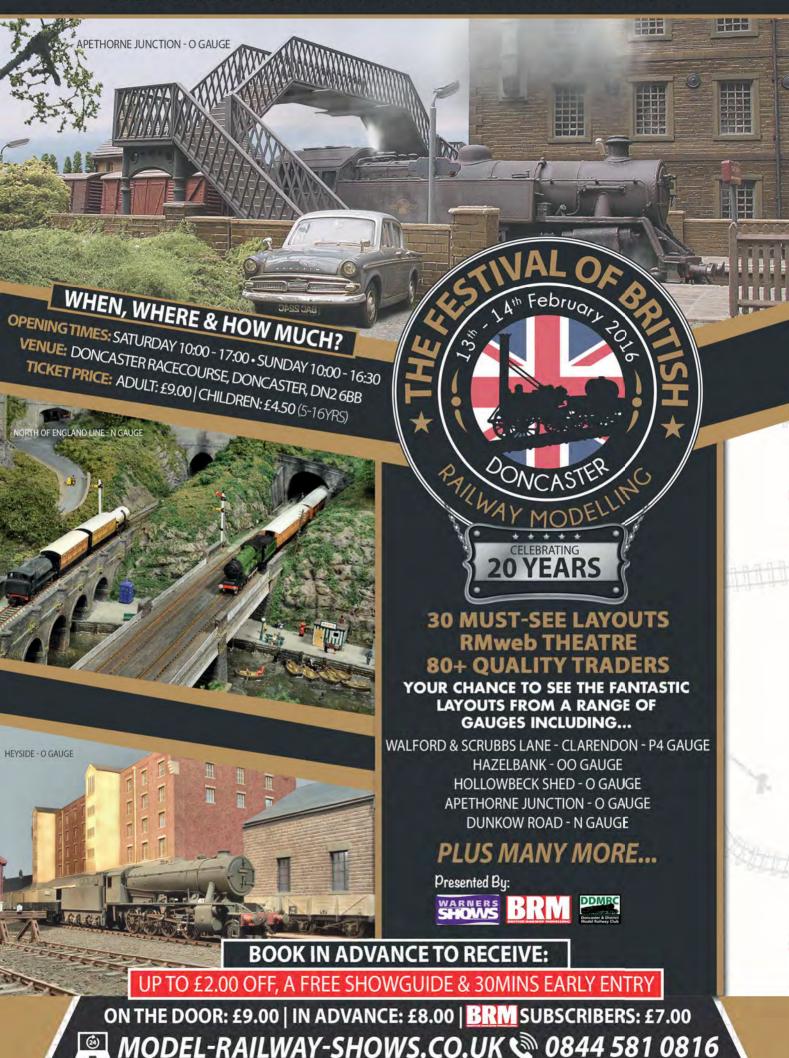
151 APETHORN JUNCTION

NODISTRY WORK LOOK MARK FEOLE VARIE RECISTRY MASSING PROCESSES MAS





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SMALL LAYOUT I EASTERN REGION 1960s I 00/009 Gauge

X

Based around exchange sidings for a Lincolnshire potato railway, Graham Morfoot's layout recalls a long-forgotten source of railway goods traffic.

year, and have done for more than a century. But, getting them from field to market several decades after the First World War, networks of narrow gauge railways were used to ferry potatoes from fields to the closest main line railhead. At their height, county produce millions of tonnes of spuds, known locally as 'tates', every there were 128 miles of railway at 35 locations across the county, employing army has always been a labour-intensive operation. Today, it's all done by road, but for be high on the list. The almost endless fields of England's second largest World War, most had gone by 1960, with one remaining until 1969. by this time, sk anyone what Lincolnshire is famous for and potatoes will probably surplus 2ft gauge equipment from the field railways of the 1914-18 war. Some railways survived after the move to greater mechanisation during the Second small petrol locomotives were used instead of horses.

railway in steady decline. Short trains are the norm on both railways, making this "Tates" was inspired by the final years of the potato railways and combines the terminus of a standard gauge goods branch with the railhead of a narrow gauge an ideal layout if space is limited but you want something more operationally interesting than a conventional small branch line terminus.

transhipment facilities between narrow and standard gauge railways were needed, wooden loading dock. The plan could be adapted for other lost locations where farm. Potatoes and other crops are loaded onto standard gauge wagons via the The layout consists of a standard gauge, ex-Great Northern Railway branch which terminates at an interchange dock with the narrow gauge farm railway. such as Welsh slate, sand pits, small collieries and quarries or factories. BRLI The branch line brings in coal, seed potatoes, fertiliser and timber for the

FACT FILE

SCALE/GAUGE 4mm:1ft scale, 16.5mm LAYOUT TYPE Fiddleyard to goods erminus with narrow gauge branch CONTROL 12V DC analogue gauge 00/9mm gauge 009 LOCATION Lincolnshire SIZE 8ft by 2ft 6in **ERA** 1960s



PROS

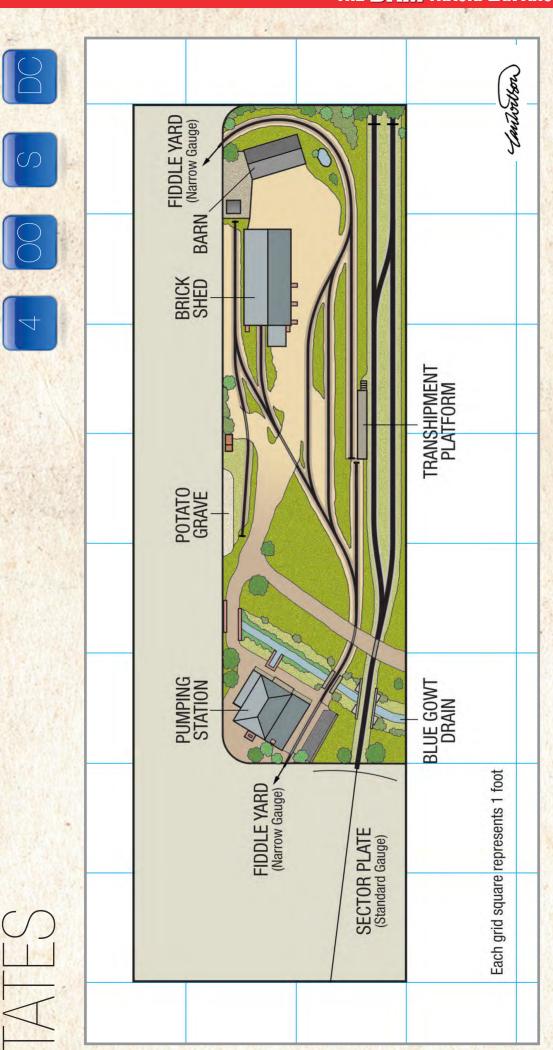
A great way to combine standard and narrow gauge modelling

Plenty of interest in a small area

Not suitable if you prefer to run long main line Fairly esoteric subject express trains

Tates' consists of an ex-Great Northern Railway branch which terminates brings in coal, seed potatoes, fertiliser and timber for the farm and crops Performance of 009 locomotives can be a little at an interchange dock with the narrow gauge farm railway. The branch nesitant if track and wheels are not clean. Ideal, achievable first exhibition project Fits in an average spare room go out in the opposite direction

THE **BRM** TRACKPLAN ARCHIVE



CONTROL

SMALL LAYOUT I EASTERN REGION 1960s I 00/009 Gauge

X

MEDIUM LAYOUT I WESTERN REGION 1965-76 I N Gauge

designed his layout for maximum entertainment and operational interest. Inspired by a brief encounter with WR diesel-hydraulics, Andy Small

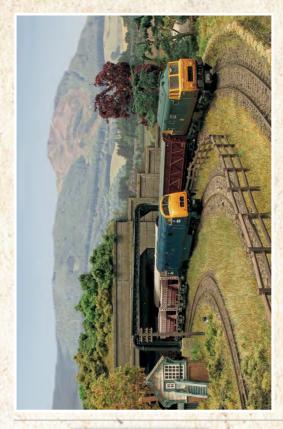
f you're modelling in N gauge and want the maximum operational interest in a relatively small space, this plan could be for you. Set in the late-1960s when diesel-hydraulics still dominated the Western Region fleet, the layout takes advantage of the latest generation of high-quality N gauge diesels from Dapol and Graham Farish. See June 2015 issue of BRM for the full story.

at the rear of the main layout can hold ten trains with a further five trains held for the However, the plan could be adapated for almost anywhere in the country to suit your with control retained by the main line operator until the line is clear. Storage sidings The trackplan consists of two main lines running through an island platform which own interests and locomotive fleet. The 10ft by 2ft scenic section features a factory, Access to and from the yards is by reversing from the main line into a head shunt a large dairy and warehouses, all served by private sidings to increase operational possibilities through shunting, trip workings and various types of freight train. has been reduced to a request stop for local workers. There's also a single track branch serving the dairy which provides a diversionary route if required. branch on the storage yard wing.

Full operation can be achieved by four people with three control panels covering four separate controllers. The layout breaks down into four 3ft by 2ft 6in sections which It was specifically designed to entertain both the operators and the viewing public with two main lines to showcase the rolling stock fleet and various sidings to be points whilst other pass or shunt. Hands-free uncoupling is possible using SEEP shunted as required. Isolation sections enable locomotives to be held at various bolt together to form two units which can be transported in two large cars. magnetic uncouplers and Dapol or Peco couplings. ERL

FACT FILE

SCALE/GAUGE 2mm:1ft, 9mm gauge N SIZE 10ft by 3ft (plus 4ft fiddleyard wing) ERA 1965-76 LAYOUT TYPE Continuous loops with 'L' CONTROL 12V DC analogue haped dead-end storage yard **LOCATION** Somerset



PROS

Lots of operational interest

Plenty of off-scene storage

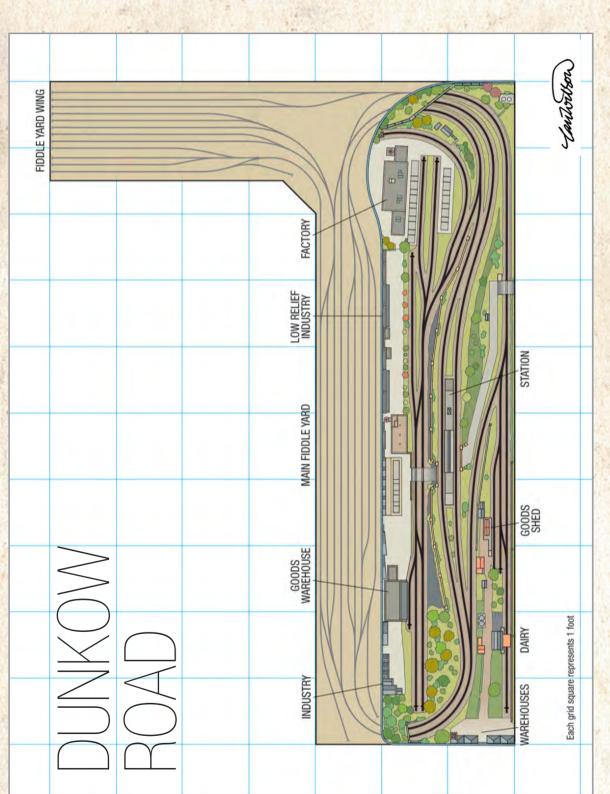
Offers continuous running and shunting to keep you occupied Possible to run from anywhere to anywhere Fits in an average-sized spare room

by four people with three control Full operation can be achieved

panels covering four separate

controllers.

Lots of track in scenic section Tight curves at each end



CONTROL

GAUGE

SIZE

MEDIUM LAYOUT I WESTERN REGION 1965-76 I N Gauge

EXTRA LARGE LAYOUT I LONDON MIDLAND REGION 1957-6610 Gauge

A substantial exhibition favourite built by David Hapson and Keith Harrison, this layout has an unusual design based around a main line junction.

flexibility to allow 1970s BR blue diesels to appear, 'Apethorn Junction' was first et in the Oldham area towards the very end of the steam era, but with enough exhibited just 18 months after work commenced. Not unusual you may think, but at 50ft by 16ft this is no simple micro-layout.

first show, and many more hours since to complete the layout you'll see at Doncaster Consisting of no fewer than 19 boards - ten scenic, two fiddleyard and seven for the loop - it took around 2,000 hours of work over a year-and-a-half to get to that Racecourse on February 13/14.

weeks to set. A void of 100mm squared was left at the rear to accommodate wiring and polystyrene topped with 9mm ply. They were all glued and weighted and left for two components for points and signals, so everything would be on view. Easy access for The boards are a made up from 18mm MDF bases then two 50mm sheets of maintenance and repair is essential on a layout of this magnitude.

from the fiddleyard. It's an interesting contrast to the more conventional fiddleyard-to-What makes it stand out from the crowd, apart from its size, is that 'balloon' loop design which allows the large fleet of DCC sound-fitted trains to run out-and-back terminus or yard-to-yard designs that are common on the exhibition circuit. It means that scale-length O gauge trains can be accommodated easily and given and four-platform junction station, inspired by Royton Junction on the Oldham Loop (now decent length run, providing greater entertainment for visitors and operators alike. The the usual layout designs. If you can't quite manage 50ft at home, the design could easily part of the Metrolink light rail system) also provides something a little different from be translated and adapted to 4mm or 2mm scale to produce a layout that provides plenty of operational and scenic interest. BRA

FACT FILE

SCALE/GAUGE 7mm:1ft, 32mm gauge 0 SIZE 50ft by 16ft

ERA 1957-66/1970s

REGION London Midland

LOCATION Oldham, Lancashire CONTROL DCC

LAYOUT TYPE Out-and-back main line vith 'balloon' loop



PROS

Unusual depiction of a main line junction on a layout Lots of action to entertain viewers at exhibitions Allows scale length trains to be run in 0 gauge

Scale-length O gauge trains can



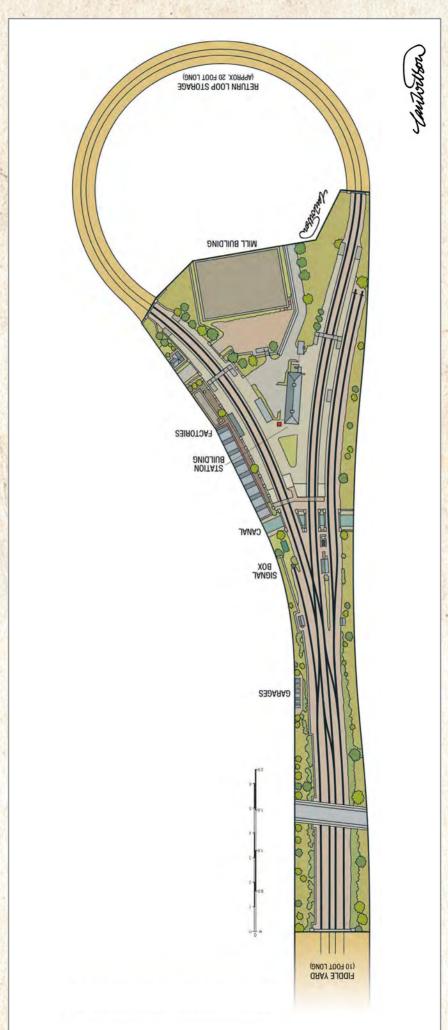
Better suited to clubs than individuals Requires a huge space to set up

tertain visitors and operators alike.

given a decent length run to enbe accommodated easily and

THE **BRM** TRACKPLAN ARCHIVE

SIZE



EXTRA LARGE LAYOUT I LONDON MIDLAND REGION 1957-6610 Gauge

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FIRST REVIEW

D HELJAN GRESLEY 02

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know I am old-fashioned. How do I know?
Because my wife and children tell me so as they tap away on their smartphones. The children pay bills, turn on and off lights and lower their heating which, incidentally, they didn't do when they lived at home! As for my wife she seems to have an endless 'Twitbook' dialogue with hundreds, if not thousands of people whom she has never met, while still finding time to order and return goods and chattels that look alluring on screen but do not live up to their promises when seen in the 'flesh'. Me, well I have a mobile 'phone; goodness knows how old it is but I use it for the old-fashioned job of making telephone calls. Yes, I know, how 20th century!

And yet there are other times that I embrace

the evolution of things that have not altered for years. Take, for example, the changes that have occurred in our hobby over the last few years. It was not so long ago that the Warley NEC show tended to mark the end of the modeller's year and the start of the 'silly season' of speculation. focusing on what the main manufacturers might be offering the following year. Many of the rumours were debunked once the

announcements were made at the start of the New Year. For years this was a model railway tradition, as mince pies are to Christmas, but I suspect it was our friends at Barwell that first broke the mould. Before the end of the 2000s, Bachmann decided that its New Year did not start until March, when announcements started to be made at the Model & Hobby Show. Some may argue it was a tactical decision but all the same it set a precedent.

Later it became apparent that the newbies in the business ignored the traditions and announced their new offerings as and when they felt the need. Before too long there was only one bastion of tradition left and that was Hornby, which stuck steadfastly to the old ways, announcing its new ranges either pre- or post-New Year, depending on which magazine or website leaked the information first

Recently, Hornby has moved dramatically away from its old ways with a steady stream of announcements designed to make the most ardent traditionalist's mouth water. For me, the symbolic end to the old ways happened on the Thursday prior to the Warley 2015 show.

I'm sure I am not alone in being slightly, but not completely surprised that Hornby chose that day to present its 2016 range. 'Present' is arguably not the right word as it seemed that the list posted on the website had no real order, rather resembling a jumble of products dumped onto the website. In truth, there were very few images and in some cases rather vague descriptions, but full marks to Hornby as it absolutely stole a march on those who like to speculate about what the Kent company will

or will not offer in the year to come, and on those who had carefully prepared their own announcements for the big weekend.

So what of 'Warley'
2015? Well, it seems that
the NEC is now the place
to announce new models
and show what progress is
being made.

Personally, I lost count of who was making an announcement of what new model and in what scale as the Saturday wore on. Don't

get me wrong, I am sure it is good for the hobby but I must admit to being a little punch drunk by the end of the day from the sheer volume of new items. I struggled to keep pace, and even Hornby kept a couple of locomotive surprises up its sleeve.

That night I had to rely on my favourite forum, and the support of a single malt, to help me assimilate the impressive list of what had been announced during the day (see Welcome and What's New for all the announcements. -Ed.)

With all this in mind I am left with the thought that maybe the New Year releases have been replaced by the 'Warley' releases. Is this a good thing or have we simply swapped one period of speculation for another? Or maybe I'm just being old-fashioned again? Perhaps our new suppliers and instant communication tools are leading to a 365-days-a-year 'silly season' for the speculators?

Industry Insider considers how the announcement of new models has evolved over the

last few years.

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2P-004-005 - Autocoach GWR 192 2P-004-006 - Autocoach GWR 187



2P-004-007 - Autocoach BR Maroon W183W 2P-004-008 - Autocoach BR Crimson & Cream W194W

Also released this month include:

2F-013-025 - GPV - SR Improvised 59065 2F-013-026 - GPV - SR Improvised 59065 Weathered 2F-071-046 - 7 Plank - Gresford Wrexham 224

2F-071-047 - 7 Plank - Gresford Wrexham 224 Weathered

2P-003-001 - B Set Coach Twin Pack BR Maroon W6936W & W6937W 2P-005-660 - MK3 TGS Cross Country 44052 2P-005-060 - MK3 TGS Blue Grey Eastern Region 44098

2P-005-061 - MK3 TGS Intercity Blue Grey Western Region 44031

2P-005-160 - MK3 TGS Intercity Swallow 44055 2P-005-260 - MK3 TGS Intercity Executive 125 44028 2P-005-360 - MK3 TGS First Great Western 44039

2P-005-460 - MK3 TGS Virgin 44091

2P-005-760 - MK3 TGS East Midlands 44073 25-012-007 - Terrier Portishead GWR Shirtbutton

releases



4F-051-045 - 5 Plank Twin Pack - Wynnstay Ruabon & Cefn Mawr & Rhosymedre 4F-051-046 - 5 Plank Twin Pack - Wynnstay Ruabon & Cefn Mawr & Rhosymedre Weathered

4F-071-130 - 7 Plank - Gresford Wrexham 224 4F-071-131 - 7 Plank - Gresford Wrexham 224 Weathered

Also released this month include;

4F-010-001 - JNA Falcon Network Rail NLU29006 4F-010-002 - JNA Falcon Network Rail NLU29023 4F-010-003 - JNA Falcon Network Rail NLU29149 4F-010-004 - JNA Falcon Network Rail NLU29239 4F-031-025 - 6 Wheel Milk Tanker - CWS

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releases



7F-080-017 - 8 Plank - Derbyshire Carriage 1945 7F-080-017W - 8 Plank - Derbyshire Carriage 1945 Weathered



7F-080-018 - 8 Plank - Stewarts & Lloyds 6309 7F-080-018W - 8 Plank - Stewarts & Lloyds 6309 Weathered

All product release dates correct at time of going to pre



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SHEFFIELD: Rails of Sheffield tel: 01142 551436

STROUD: ANTICS tel: 01453 825381

SHEPTON MALLET: East Somerset Models, tel: 01749 880651

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YORK: Monk Bar Model Shop tel: 01904 659423



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Sat 7am-6pm Sun 10am-4pm

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EACH MANAGEMENT	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5P4F	ehattons.com/5p4f	£131.70 (EST)	Mar 2013							
Class 90 Electric	ehattons.com/c90	£119.00 (EST)	Jul 2014							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							
Class 117 3-Car DMU	ehattons.com/c117	£170.00 (EST)	Sep 2015							
Class 121 "Bubble Car"	ehattons.com/c121	£127.50 (EST)	Sep 2015							

Birdcage coaches, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012						
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014						
GWR Railcar	ehattons.com/gwrrc	£102.00	July 2014						

Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

DJ	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples		On Board Ship	Released
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							
Class 02 Tango	ehattons.com/02	£148.00	Nov 2013							
Class 4700, Class 1366 - view these projects at www.ehattons.com/projectupdates										

(HORNBY)	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							
SR Maunsell Coaches	ehattons.com/exsrmaun	£39.99	Jun 2015							

Collet coaches - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015			·	·	·		

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype.

TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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